

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

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Registration of New Companies.

The following is a classified list of Joint-Stock (Limited) Companies brought out in October, with the aggregate nominal capital belonging to each group:—

12 Mining	£1,150,000
11 Manufacturing, and for working patents, &c.	247,000
7 Asphalt	1,690,000
7 Gas	196,500
8 Trading	111,500
2 Water	170,000
2 Insurance	181,000
2 Co-operative Supply	10,000
2 Investment, Loan and Discount, &c.	6,000
2 Tramways	275,000
1 Banking	20,000
1 Phosphate	50,000
1 Printing	10,000
1 Public Works	5,000
1 Shipping and Steam Navigation	45,000
10 Miscellaneous	467,000
68 Companies,	£4,812,000

The following joint-stock companies have been registered:—

CRESCENT GOLD MINING COMPANY (Limited).—Capital, 100,000*l.*, in 10,000 shares, of 10*l.* each. This company is formed to purchase and continue working the Crescent Gold Mine, in Plumas County, California. The subscribers are:—Paul Lieberman, 9, Mining-lane, 25 shares; R. H. Bramah, 44, Arundell Gardens, 25; W. Scott Adams, 44, Chester-square, 25; Charles J. Hill, 10, Old Square, Lincoln's-inn, 25; J. P. W. Halls, 75, Old Broad-street, 25; W. D. Rotch, 29, Great George-street, 25; J. T. Crickmer, 76, Old Broad-street, 25.

IMPERIAL MARINE INSURANCE COMPANY (Limited).—Capital, 300,000*l.*, in 30,000 shares, of 10*l.* each. This company intends to take over the Liverpool Marine Insurance Company (Limited), and carry on the general business of a marine insurance office. The subscribers are:—R. Galloway, 11, Tower Buildings, Liverpool, 50 shares; R. G. Moran, 11, Tower Buildings, Liverpool, 50; L. H. Macintyre, Liverpool, 50; Worsley Battersby, The Albany, Liverpool, 50; George Taylor, Chapel-street, Liverpool, 100; H. B. Brayne, 29, Alexander-road, Liverpool, 150; C. Francis, 65, Bold-street, N. W.; James Wiseman, 13, St. Helen's Place, 100; A. F. Hewitt, 4, Cullum-street, 100; P. Edelstein, 17, Finsbury-circus, 100.

VICTORIA RAILWAY COMPANY OF NATAL (Limited).—Capital, 100,000*l.*, in 10,000 shares, of 10*l.* each. This company is to make and work a railway from Durban to Verulam, in the county of Victoria, Natal. The subscribers are:—W. M. Hay, Foster House, Haddington, N. B., 1 share; W. J. Hetherington, 84, King William-street, 10; Frank Johnson, 17, Great George-street, Westminster, 10; A. Wilson, the Crescent, Clapham, 10; R. J. Mann, 4, Belmont Villas, Surbiton, 10; F. Hall, 38, Upper Gloucester-place, 1; W. Miller, 135, Piccadilly, J. P.; H. P. Burn, 94, Inverness Terrace, 10.

BILBOO IRON ORE COMPANY (Limited).—Capital 500,000*l.*, in 10,000 shares, of 50*l.* each. This company is formed to acquire the business of Messrs. Benjamin Dawson and Co., and to carry on the business of shipowners and merchants. The subscribers (who take one share each) are:—G. Bentley, Snake's-lane, Woodford; G. H. Hart, 35, Lupus-street, S. W.; J. J. L. Clidland, Hillside House, Amwell; J. Kimber, 12, Shaftesbury-street, Waltham; T. D. Maple, Broadway, Stratford, Essex; P. J. Vaughan, 117, Camberwell-grove; and A. W. Brice, 124, Jamaica-street, Stepney.

DOLGELLY IRONSTONE COMPANY (Limited).—We note the registration of this company with a capital of 49,999*l.*, in 18 A shares of 555*l.* 10*s.*, and 8000 B shares of 1*l.* each. The whole of the shares in this undertaking are taken up between the eleven gentlemen signing the Memorandum of Association:—Messrs. A. C. Sherriff, M. P., Edward Wilson, William Fenton, James Burchell, Jun., Thos. Brassey, Charles Edwards, John Biddulph, T. Wood, E. Oakley, H. N. Hughes, and George Jevons.

LEICESTERSHIRE IRONSTONE AND SMELTING COMPANY (Limited).—Capital 20,000*l.*, in 20,000 shares, of 1*l.* each. This company is started to purchase a freehold, 1000 acres in extent, in Leicestershire, about midway between Market Harborough and Uppingham, and near the Midland-bridge station of the London and North-Western Railway, to erect blast-furnaces, and to work, vend, and smelt the ironstone. The subscribers (who each take 50 shares) are:—W. R. Fox, Congleton; W. A. Coghlan, Hyde-terrace, Leeds; J. Berger Spence, Elkesmere Chambers, Manchester; B. O'Connor, 16, Faulkner-street, Manchester; P. Dunn, 233, Oxford-road, Manchester; D. V. Stewart, Ashton-new-road, Bradford; W. E. Shaw, 65, Stanley-street, Cheetham.

LONDON CREDIT COMPANY (Limited).—Capital 50,000*l.*, in 10,000 shares, of 5*l.* each. This company is established to carry on the business of a banking and financial concern. The subscribers (who each take 20 shares) are:—H. S. Milman, 11, Crawley-place, W. W. Lawrence, 57, Kensington-park-road; William Meade, 7, Grove-place, Tottenham; C. J. Madden, Marylebone-road; B. P. Widnell, Old Vicarage, Grantham, Cambridgeshire; W. H. Stephens, 30, Bedford-row; T. A. Davis, 31, Burton-crescent, Tavistock-square.

LICENSED VICTUALERS' TOBACCO ASSOCIATION (Limited).—Capital 50,000*l.*, in 10,000 shares, of 5*l.* each. The manufacture and sale of tobacco and cigars are the objects of this company. The subscribers (who take one share each) are:—E. Wickham, 66, Queen-street, W. C.; R. H. Cooke, 14, Devonshire-place; J. I. Scott, Dorset-street, Salisbury-square, Fleet-street; W. D. Bull, 17, Edgware-street, Grosvenor-road; R. Williams, 108, Dorset-street, E. C.; E. Barnes, The Moorlands, St. Paul's-cloze, Clapham; and J. C. Bromfield, 30, New Bridge-street.

LICENSED VICTUALERS' WINE ASSOCIATION (Limited).—Capital 50,000*l.*, in 10,000 shares, of 5*l.* each. The business of wine and spirit merchants is that of this undertaking. The subscribers (who each take one share) are:—J. A. Bartrum, Silverdale, Sydenham; W. Williams, 5, Ladywell-park; J. Prestopino, 38, Finsbury-circus; C. P. Schaffer, 4, Adam's-court, E. C.; E. Barnes, The Moorlands, St. Paul's-cloze, Clapham; E. Howard, 17, New Bridge-street; and E. Bowen, 4, cross-street, Essex-road, N.

EUREKA AND ADJACENT DISTRICTS, NEVADA.

EUREKA.—This thriving place is one of the best base metal districts on the Pacific Coast. It was only struck a few years since, and now bids fair to be second to none in Nevada. The well-known Pancake Rock abounding in large deposits near Eureka, is the probable thing for building furnaces. Some eight or ten furnaces are now running successfully, and a few quartz mills will soon be erected in the vicinity of those mines which yield millions of tons.

The **CONSOLIDATED COMPANY** have a large force of men employed at the mine and furnaces. The men in the Buckeye Mine, belonging to this company, struck a new ore chamber some time since, north of the north shaft, which is very rich. It is 8 feet wide, and is already uncovered for a distance of 32 feet. No estimate can be made as yet of its extent. The ore assays 310 in gold, without the silver or lead. The main shaft is 160 feet deep, running through vein matter the entire distance, and cutting in its progress three distinct strata of rich lead gold and silver-bearing ore. This company make about 61 tons of bullion in three days, valued at \$400 per ton.

In the **RICHMOND**, located west of the Champion, after going down an incline 40 feet, we descended a shaft 25 ft. to an old ore chamber. The ore is chlorite, averaging 1 am told, \$100 per ton. The chambers already worked show this deposit to be an extensive one. The bullion is very fine. The company own three claims, with a large furnace in the city, which is running successfully. The furnace has turned out about 5 tons of bullion per day for the last 65 days. It is a circular, lined with pancake rock, the last lining of which lasted 69 days. They have a 40-horse power engine. J. B. McGee is foreman, and has been very successful as a smelter. G. M. Ogden is general superintendent. They use in connection with the furnace a refining furnace and a large calciner, weighing 6000 lbs., made by Co. Goldado, San Francisco. The bullion is shipped to Myers and Co., and sold mostly to T. H. Selby, of the San Francisco Lead Works.

The **JACKSON MINE** has 16 men employed sinking three shafts, respectively 80, 90, and 120 ft. deep. Chambers have been worked out 35 ft. wide, 50 ft. long, and 25 ft. high.

The **ROSLIN SMELTING WORKS** have been running one furnace successfully that turns out 3½ tons of bullion per day. J. M. Roberts is general superintendent. They own 160 acres of land and a large number of mines near by. The Hamburg, Helena, Elise, and Tip Top are the principal ones.

DIAMOND DISTRICT is in the Diamond range of mountains, about 18 miles north-east of Eureka City. One of the well-known mines that is being worked at present is the **CHAMPION**. There are three veins running parallel; the shaft is 100 ft. deep, all in a vein from 18 in. to 4 ft. wide. The lode is 3 ft. wide at the bottom. They have 250 tons of ore on the dump. The owners intend erecting a smelting furnace. The best of pine timber and good water are found in the immediate vicinity. There are numerous other mines worthy of mention in this district, among them Cumberland, Grant, Elise, and Jupiter. It is rumored that the Metropolitan Mill will be brought from Sheraton.

PINTO SILVER MINING DISTRICT.—The Maryland Mine has been bought by an English company, and their superintendent has taken possession. They will proceed at once with the work, and erect a mill. The mine is rich and permanent, and the present owners will have no reason to regret their purchase. There are many valuable mines in this district, but want of time and space compels me to defer any report of them.

MINERAL HILL DISTRICT, 50 miles from Eureka, is a lively one. The mines are turning out well, and the place is in a prosperous condition. The Mineral Hill Silver Mining Company (Limited) is an English corporation, which has invested largely in the mines of this district. Mr. A. J. Hutchinson, of Virginia, Nevada, has charge of the business at present. Mr. M. Kissler, of Idaho, is in the laboratory and assaying department, an intelligent gentleman, and one who fully understands his business. The mill has 16 stamps, and an engine of 64-horse power. They have a large Stetefeldt furnace, with a capacity of 25 tons in 24 hours. The working results of their progress is said to be 92 per cent. of the assay value, under the efficient management of Mr. Pringle. The bullion averages 750, due. This company are now building a 30-stamp mill near the one that was constructed last year; they will have a Stetefeldt furnace and all the late improvements. The building of the large works is under the direction of the well-known mechanical engineer of San Francisco, H. W. Bordwell. The engine will be 30 horse power, 16-in. cylinder. Some 60 men are employed,

and it is more than likely that by the time this reaches you the mill will be completed. The two mills will then have 35 stamps and 15 pans, and be able to reduce 50 tons per day. A large quantity of high grade ore is on the dump. They have laid pipe to a spring some two miles distant, and now have an unfailing supply of water for the mills.

THE ORES OF MINERAL HILL.—The ore-bearing channels are enclosed in Devonian limestone. It is impossible to convey a correct idea of the character of the veins, they not forming true fissures, but being only deposits of a very irregular system. It may be well to represent it as an ore-bearing channel of over 300 ft. in width, and there are three parallel ore deposits, which are again cross-cut by other veins. The main channel in the Giant, Elm Rock, and Live Yankee seems to show a continuous body of ore extending from 22 to 30 ft. in width. The ore extracted from these claims averages higher than that of those lower down the hill on the west side. The greatest depth reached in the Giant is over 120 ft. The ores differ greatly; the silver occurring mostly as chlorite. Splendid specimens of horn silver, however, have been extracted, and black sulphurets of silver occur in large quantities. Antimonial sulphide of lead, copper, and silver, and argenticiferous galena. Different carbonates of copper, auriferous and malachite occur intermixed with the vein matter, and form one of the principle features of the ore of Mineral Hill. The very rich ore is of a light yellow colour, and is a chloride of lead and silver, containing considerable antimony, kerargyrite, and mendipite. Towards the lower side of the hill west are found many claims, only to a small extent explored, containing base ores, some of which will pay to smelt, but owing to the absence of reduction works no encouragement is given for further development.

PRINCIPAL MINES.—The Silver Queen, Vallejo, Champion, Grant, Elm Rock, Live Yankee, Mary Ann, Maggie, Great Republic, Pogonip, Troy, and Star of the West are the most prominent mines of the district. The Big Sandy, located on the west side of the hill, has an incline 40 ft. long. The prospects for this little camp are very bright, and the people are in good spirits. —W. H. M.: *Scientific Press*, San Francisco, Nov. 4.

TIN MINING IN CORNWALL.

THE NEW HINGSTON TIN MINING COMPANY.

The increased value of tin ore, and the probable permanence, or still further augmentation, of the present standard is, undoubtedly, giving a great spur to one of the oldest and most legitimate of British industries. The tin ores of East and West Cornwall for many centuries ranked foremost amongst the natural productions of these islands, and contributed largely to that immense return of mineral wealth shown by the Government statistics to amount in value to nearly 50,000,000*l.* sterling per annum.

However, for some time past the very low price at which tin has been quoted in the markets has had the effect of stopping operations in many old mines which had hitherto paid large dividends, and totally prevented the development of several partially opened properties known to be rich in mineral; but an increase in the price of tin at once changes the aspect of affairs most completely; mines which could only be worked at a loss with a low standard can be made to produce considerable profits when the standard is slightly increased, and at its present height will yield extraordinary gains. The *Times* says—

"Tin mining is going ahead at a tremendous pace. It is calculated that Cornwall is now raising upwards of 1400 tons in the month, and the supply is steadily increasing. There is an unprecedented demand, and, judging from the market reports, it is far more likely to increase than diminish; it is stated that the tin-plate manufacturers will not book any more orders this year, other than for their regular customers. New mines, and mines which were abandoned during the long and severe depression, when only very large returns of ore would meet working costs, are being set in motion every week in West Cornwall, and a few in the eastern part of the county; and there seems to be every prospect that this state of things will continue while the smelters' quotations are anything like what they have been for several months past. There is a prevailing opinion that next week the standards of tin ore will be further advanced. The present high prices are 135*s.* to 138*s.* per cwt. On Jan. 5 the quotations were 127*s.* to 131*s.*, and they steadily declined to 118*s.*, 122*s.* on March 6. On April 3 there was an advance to 121*s.*, 125*s.*, and on the 18th of the same month a drop to 119*s.*, 124*s.*, and on May 6 a further drop to 116*s.*, 124*s.*. This was the lowest point for the year, still the prices were considerably good, and high remuneration was obtained. On May 17 the quotations were 118*s.* to 123*s.*, and on July 14 they were 123*s.* to 126*s.*. On Sept. 1 they were 124*s.* to 127*s.*; Sept. 23, 127*s.* to 130*s.*; Oct. 2, 13*s.* to 133*s.*, and now 135*s.* to 138*s.*. There is keen competition among the smelters for the produce of the mines. The sale in London the other day of 253 tons of Straits tin averaged 143*s.* 7*d.*, the value of the whole being about 11,000*l.*. The result is gratifying to those interested in the Cornish mines, and it is considered that another advance in the tin standards is inevitable."

An enterprise called the New Hingston Tin Mining Company (Limited) has been formed to work a property near Callington. The sett is extensive, being nearly a mile square, and is traversed by several rich lodes, including those worked in Gunnislake (Clitters), Hingston Down, Holmbush and Kelly Bray, and South Kitt Hill. The directors of the present company intend to devote their attention, in the first place, to the Hingston Down lode, which at a short distance from their boundary is worth 120*l.* per fathom, and in their sett, where it has been opened upon to a depth of 6 fathoms, is worth from 15*l.* to 20*l.* per fathom, 10 tons of black tin having been sold therefrom. An engine-shaft has been sunk 20 fms. below the adit, intersecting the lode, which is rich for tin, the whole of the stuff from the lode produces 40 lbs. of tin to the ton. It is intended to erect 36 heads of stamps, which will crush 11,000 tons of tinstuff per annum, producing at the low estimate of 35 lbs. per ton a total of 175 tons of black tin, worth, at 80*l.* per ton, the gross sum of 14,000*l.*. The expenditure necessary to obtain this yield is calculated not to exceed 9000*l.*, leaving a net profit of 5000*l.*, equal to a dividend at the rate of nearly 40 per cent. per annum on the capital of the company.

The produce of 35 lbs. of black tin per ton of stuff is much below the estimate given by several competent authorities who have visited the property, and seen the stuff got from the lodes, so that it may fairly be reckoned that the profit to be obtained by working this mine will exceed rather than fall short of the above rate of dividend. An engine of sufficient power to work the mine for some time to come is already erected, and a new boiler is being fitted, and will be complete in about a month from this date. Eight of the 36 heads of stamps are in hand, and will be ready for use in six weeks' time; the others will be pushed forward with all possible speed, so that the large quantity of tinstuff in sight in the backs may be dealt with immediately. The engine-shaft has lately been re-timbered, and with regard to the adit level the agent, in his report of Nov. 23, says:—

"I enclose my last report we have passed through the chokeage spoken of in the adit level of the north lode. The men are now engaged in clearing another short run which has occurred a few fathoms west, and will take about a week to secure. When this is completed the adit level will be clear from end to end. We shall then be in a position to commence breaking some good tinstuff from the back thereof, and be prepared with plenty of it by the time the stamps are complete."

As soon as the engine is at work the mine will be forked, and drivings commenced east and west on the course of the lode, both in the 10 and 20 fm. levels.

A noticeable feature in the prospectus of this company, and one to which we would call particular attention, is the small amount of the cash payment made to the vendor, 400*l.* only, being the actual value of the machinery and plant; thus the whole of the subscribed capital will be expended in the necessary works and in thoroughly developing the resources of the property.

Finally, we may say that the prospects of this company deserve more than ordinary attention, because the lode now being worked, and found at a shallow depth to be worth from 15*l.* to 20*l.* per fm., is in the adjoining sett, and close to the boundary, at a greater depth, returning ore worth 120*l.* per fathom; because of the favourable terms on which the company acquires the property; because the whole of the capital will be applied to the proper purpose of thoroughly opening up the mine; and because the mine is in a position to make immediate returns.

ST. AUBYN UNITED.—These mines have been inspected by Capt. E. Hoskin, of Carn Brea, and in his report:—Great North Lode: The new engine-shaft is sunk 15 fathoms below the old shaft, and 22 fms. from the surface, and is intended to communicate with the old shaft at the 50, at which level the shaft is in firm ground; this point being below the run that caused the stopping of the mines some years since. The adit level has been driven east of new engine-shaft about 50 fathoms, through a lode that has produced tinstuff of good quality, averaging about 40 lbs. of black tin to the ton of stuff, or worth about 10*l.* per fathom; the ground leasely for driving, and when drained can be worked at a good profit. The lode in the present end presents a kindly appearance, and produces good stones of grey copper ore, and is worth for tin and copper 32*l.* per fathom, and can be driven for 45*s.* per fathom. In the back of the level a pitch is being worked at 8*s.* in 1*l.*, and one to the west of the shaft at 7*s.* in 1*l.*. I would remark that this adit level is extended east beyond the 40 almost as far as any of the deeper levels, therefore it is in whole ground for the length of the sett eastward, which is about 300 fathoms. At the time the shaft ran in there were seven pitches working at the 75 and 85, at tributes varying from 5*s.* 6*d.* to 9*s.* in 1*l.*, these were worked for copper; tin at the time being low. About 120 fathoms west of engine-shaft is a cross-cut driven south of Davey's shaft, and several lodes have been cut and wrought on to some extent. A level is being driven east on a new lode by two men and two boys, at 2*s.* 2*d.* per fm.; this end has been producing about 30 lbs. of black tin to the ton of stuff, and the ground can be worked at a good profit. Ten distinct lodes are to be seen in the mine, all of which have produced mineral, and some of them being more perpendicular than the Great North Lode will certainly fall in with that lode in

depth. The new engine is situated just in the centre of the sett, so as to command the whole mine, and will soon be at work. There are several shafts sunk, so as to take away the stuff from the different parts of the mine, and judging from the amount of tin ground laid open in the adit level I have no doubt that in a short time good and lasting profits will be made to the adventurers. During the last 11 months 45 tons of black tin has been sold, and only a few men employed; this of itself I consider a sufficient guarantee for the future well being of the concern.

Meetings of Public Companies.

SOUTH CARADON MINING COMPANY.

At a meeting of shareholders, held at the mine on Tuesday (Mr. THOMAS KIRROW in the chair), the accounts for July and August showed a profit of 1556*l.* 6*s.* 8*d.*. A dividend of 1536*l.* (3*d.* per share) was declared, and 3062*l.* 19*s.* 4*d.* carried forward.

The following report was submitted to the meeting:—
Nov. 23.—We are pleased to inform you that our mine is looking better than it has for some considerable time past, and would especially notice an improvement in Kittow's lode, where, after having sunk through 50 fms. of poor ground, we have again come into ore, which we think a good indication as regards future operations, this lode having been very productive in the upper levels. We are also happy to notice the prospects of a better price for copper, which we hope will enable us long to pay good dividends.—W. RULR, J. DOLMAN.

ST. JUST AMALGAMATED MINING COMPANY.

At the annual meeting of shareholders, held at the offices of the company, New Broad-street, on Thursday, Mr. H. L. PHILLIPS (managing director) in the chair, the report of the directors and accounts for the past year were unanimously passed, and a dividend of 4*s.* per share declared, carrying forward a balance to next account. The retiring director, Mr. J. C. Hayward was re-elected, and Mr. F. Warwick appointed auditor. The mines are reported to be looking well, and operations will be extended at various important points.

TAMAR VALLEY SILVER-LEAD MINING COMPANY.

A general meeting of shareholders was held at the offices, Pinner's Hall, on Wednesday, Mr. MATTHEW GREENE in the chair. The notice convening the meeting having been read, a statement of accounts was submitted, which showed, including the September cost, a debit balance of 826*l.* 18*s.* 10*d.*

The report was read, as follows:—
Nov. 27.—The 37th south of Weston's engine-shaft, has been extended 25 fms. 0 ft. 8 in.; the lode through this drive was taken down varied in size from 2 to 3 ft. wide, composed of horn and fluor, capel, sulphurets, muddle, quartz, blende, copper ore, and produced occasional stones of silver-lead, although not sufficient of the latter to value; the lode presented a strong and healthy appearance; on our last taking down the lode it has considerably improved, being 3 feet wide, with a good appearance, and produces 8 cwt. of silver-lead ore per fathom. Judging from the old workings in the 27 fm. level above, and the winze sunk 8 fathoms 1 ft. 6 in. below, the same level, and in advance of the 37 fm. level end about 28 fathoms, where the lode is worth for the depth and length of winzes from 12*l.* to 15*l.* per fathom; I consider that with the lode in the winze, and the improvement in the 37 fm. level end, our prospects for the future are good. In the 27 there is a long run of ore ground to the south of winze. The ore ground driven through in the 27 is over 60 fathoms in length, which is in advance of the 37 fm. level end. Taking everything into consideration, I have much pleasure in congratulating the shareholders on the improved prospects of the mine. The tribute pitches, which are three in number, one in the back of the 37 fm. level is producing its usual quantity of silver-lead ore, about 2 cwt. per fathom. The two pitches in the back of the 37 will produce 3 cwt. of silver-lead ore per fm. The machinery and pitwork throughout the mine are in good condition, and working well.

The CHAIRMAN said they had been working the mine for some years, during which a great deal of dead work had been done, but it afforded him much pleasure to be enabled to state, from the information submitted by their manager, that they were now entering a run of ore ground which was likely to prove very productive. Although the prospects of the mine were of that favourable character, their financial position required that a call should be made, and as a large shareholder he strongly urged that it should be made of sufficient amount to liquidate the book debt and provide for the future working of the mine upon that scale and with that energy which it so well deserved. He was disposed to think that the call now made would be the last, or, at least, the last but one, seeing that the advance of the end was worth fully 10*l.* per fathom. They were opening up good reserves that would yield profits. At all events there was a profit on driving the end—in fact the mine was paying its way and leaving a profit, and if the lode continued of its present value no more calls would be required, but they would be soon able to declare dividends.

Capt. GOLDSWORTHY, in reply to questions, confirmed the opinion expressed by the Chairman as to no more calls being required if the lode continued of its present value. They had been developing the mine for three years, and had now reached the point for the attainment of which these operations were commenced, and looking at the run of ore ground gone down in the level above, there was no doubt they had 100 fms. of ore ground before them. The mine never showed one-tenth part its present prospects, and he hoped soon to have a good sale of lead. The CHAIRMAN said he was the largest shareholder, and he would not be connected with any mine in which he had not the greatest confidence, nor with mines in debt. He was sure it was the right and proper course to make a call sufficient to clear off the liabilities, and leave money in hand to work the mine; therefore, he should suggest a call of 5*s.* per share.

The accounts were passed and allowed, and, with the report, ordered to be entered on the minutes. Upon the proposition of the CHAIRMAN, seconded by Mr. FREEMAN, a call of 5*s.* per share was made.

A vote of thanks to the Chairman terminated the proceedings.

CREN CONSOLS LEAD MINING COMPANY (LIMITED).

The adjourned third ordinary half-yearly general meeting was held at the offices, Threadneedle-street, on Monday, Major MACNAMARA in the chair.

Mr. THOMAS R. COMYN (the secretary) read the notice convening the meeting.

The balance-sheet showed a debit balance of 327*l.* 11*s.* 1*d.*

The CHAIRMAN regretted that he occupied the chair, owing to the serious indisposition of Dr. Collis Brown. The shareholders had already been informed that until a short time since the directors were in hopes they could have met the shareholders with the most favourable accounts, as the north and south lode had been cross-cut to the hanging-wall the 25, where it shaft 3 ft. of spar, with solid lumps of lead therein, but when it had been driven upon a few feet the water burst in and overpowered the pumps, so that working in the lode was impossible. A larger set of pumps had now been purchased at a neighbouring mine for about half the usual price. When the lode was last seen by Capt. Ellis it had not been cross-cut entirely through; it showed such a character, however, that he gave it as his decided opinion that it would produce large quantities of lead when driven on, and it was satisfactory to know that this opinion was shared by Capt. Evans, the company's agent, and other competent authorities. The directors had unhesitatingly confidence in the speedy success of the mine, and but for the breaking in of the water they fully expected they would have been on this occasion in a position to have communicated something of importance to the shareholders.

Several reports were submitted, among which was one from the manager of Talargoch Mine, which stated that by the expenditure of 1000*l.* or 1500*l.* a profitable mine would be opened out in depth. The report of Mr. Walter Eddy was as follows:—

Nov. 22.—I have carefully examined this mine on the 21st inst. in company with Mr. Comyn, Capt. Ellis, and your agent, Capt. Evans. The stratum is mountain limestone, similar to that in which the principal lead mines of Flintshire and Denbighshire are found. The largest workings made, and from which most of the ore has been got, is at No. 1 shaft below the road. This shaft was sunk 21 yards deep to a "flat," or a bed of limestone, in which is a mixture of clay, spar, and lead ore, and in which several vughs or swallowers were met with. Several levels or roadways have been driven here, one of which is 40 fathoms in length, on the dip of the stratum or flat; small bunches of ore were met with in these drivings, but not in paying quantities. From the extent of workings made on this flat, and the small quantity of lead ore (12 tons) obtained from them, I cannot recommend any further trials being made here; the ground is expensive to drive, and to get the stuff away. Whilst the trials I shall recommend are being carried out on the north and south lodes, I would advise this part of the mine (the flat) to be let on tribute to as many men as will take it; they will be proving the ground at the same time they are making small returns to the company. The north and south lode in the engine-shaft is a fine powerful one, and the bottom level in it is now 25 fms. from surface. I would recommend there two levels to be driven north and south, and I am of opinion that they will be deep enough to reach the flat in which the ore has been found, and that this flat will merge in the vein, and be carried with it, and make a deposit of ore at the junction. After levelling the ground, should it be found that the flat runs below the levels, it can easily be cut by small sumps from them; I think this a capital trial, and one holding out encouraging prospects of proving successful. I am of opinion that by the expenditure of 1000*l.* or 1200*l.* this part of the ground can be effectually proved in the way I have suggested. I would recommend all your capital and energies to be directed in making the trials I have named, and not fritter away time and money in working at too many places at the same time, and not fully proving any of them. The east and west lodes above the roads looked very promising some distance from surface, but they appeared to get more unsettled, and the strata more disturbed in the bottom levels than upwards, so that there is not much encouragement here in going deeper; at any rate, I would not recommend any more money being spent here at present, but to concentrate your capital and energies for the trial on the north and south lodes. There have been considerably more work and levels driven than are shown on the working plan. I think the trials made at all points were fully justified by the promising indications the veins presented near the surface, and the workings seem to me to have been carried out in a miner-like and proper manner.—WALTER EDDY.

Mr. COMYN stated that in the last balance-sheet it was estimated that there were 35 tons of ore driven and in process of dressing, but it was subsequently found not to exceed 10 tons. After consulting as to what was the best course to adopt, all confidence in the manager having gone, it was decided to ask him to send in his resignation. He (Mr. Comyn) had the satisfaction of informing

the shareholders that, although they had been misled in point of quantity, the amount sold realized 4s. 6d. per ton more than the highest parcel of ore sold at the same time, and nearly 3l. 10s. per ton higher than the lowest. There were about 3 tons of ore dressed, which would, no doubt, fetch about the same price, and in the levels there was about 1½ ton undressed. Tributaries were ready to take pitches, which would not cost the company anything, whereas if a good lode were met with it would be to the company's advantage.

Mr. MATTHEW GREENE asked what length of ground had been opened from the shaft?—Mr. COMYR said there were 60 fathoms of ground opened out from the shaft, in addition to which some 15 to 20 fathoms of cross-cuts had been put out, and about 75 fms. of shafts sunk, the whole of which had been done since February, 1870.

Upon the proposition of the CHAIRMAN, seconded by Colonel BALL, the reports and accounts were received and adopted.

A resolution was passed authorising the directors to offer, in the first instance, the unallotted shares *pro rata* to the existing shareholders.

A vote of thanks to the Chairman and directors terminated the proceedings.

BLUE HILLS TIN MINING COMPANY.

A general meeting of shareholders was held at the offices, Austin-street, on Thursday.—Mr. EDWARD KING in the chair.

Mr. HICKEY (the secretary) read the notice convening the meeting, and the minutes of the last were confirmed.

A statement of accounts was submitted, made up to the end of September, which showed a profit of 22l. 15s. 1d. on the quarter.

The report was read, as follows:—

Nov. 28.—During the past quarter the 66, north of Letcher's shaft, has been further extended 4½ fathoms, and intersected a small gossan; there is not any lode supposed to be within several fathoms further yet. The 66 east has been further extended 3½ fathoms on the course of the Pink lode, which has yielded within the past fortnight some very good stones of tin, and altogether it is of more promising character than we have hitherto seen in this level. A short distance has been driven on the same lode in the 30 east, but has produced nothing satisfactory, and is for the time suspended.—Wheal Betsy Lode: The 13 has been further extended east towards Wheal Joy shaft 7 fathoms; here, too, within the past week or two the lode has improved in the midst of a cluster of these heaves or gossans, and is worth about 8l. per fathom. It may be well to notice that in the adit level, the 12th level, opened in the 12th adit, has been productive, and scarcely any of it taken away, but just over the present end the lode in the adit became productive, and is all taken away eastward for at least 100 fathoms beyond, therefore it looks as if a good piece of tin ground lies ahead of the present 13 adit. A stop in the back of this level is worth 7l. per fathom. The lode in the waste below and west of the cross-cut is small, and worth about 2l. per fathom; we think this waste is too far west for the run of tin ground. Wheal Joy diagonal shaft has been further sunk below the adit about 2½ fms. on the course of the lode, and found worth 20l. per fathom. In the first part of the quarter this point produced about 2 tons of tin, when a sudden influx of water entirely prevented anything further being done without the aid of pumping machinery. The men were immediately set to complete the diagonal of the shaft (3 fathoms) above the adit to the perpendicular, and fix the necessary pumps, rods, pulleys, chains, &c. These things are all completed, the water forked, and the cutting of a pit commenced at the bottom of the shaft. This unavoidable delay has deprived us of at least 2 tons of tin from the present quarter. Notwithstanding this, the returns are much the same as for the preceding quarter, while the costs are somewhat less, and the result a profit instead of a loss. In the ensuing quarter we think a still better result will be obtained, as the mine has never looked more satisfactory than at present.—S. BRIDGES, A. GRAY.

The CHAIRMAN said that the financial position showed an actual profit of 22l., which could not but be regarded as satisfactory, seeing that operations were commenced only about 2½ years. The next year they might look forward to the realisation of a considerable profit. The account now submitted included every item of cost, and but for the influx of surface water at a portion of the mine where there was no machinery, there would have been an additional 3 or 4 tons of tin, which would have increased the balance some 200l. or 300l. It was his conviction that they had not yet seen the best part of the mine—that part which was abandoned in 1870, to which they now intended to give attention. From all the information he was able to obtain the late workers considered this the best part. From a statement he held in his hand it appeared that in 1818, when the mine was abandoned by being flooded, tin was sold to the value of 10,249l., the price then being about 48l. per ton. The due here is 1,100l., and it positively sold for the last quarter to the value of 1,000l., which at the present price would be much more than 2,000l. He firmly believed that the whole of this tin had been raised from the ground about Joy's shaft, which up to this time had been a sealed book to this company. There were hundreds of fathoms of ground totally unexplored. It would be their object to sink Joy's shaft, and there was every indication that it would prove a great prize. It was provided with ample machinery, and there were 16 heads of steam and 26 of water stamps. Looking at the price of tin, he thought in 1872 the mine would enter the Dividend List, in which case shareholders would receive very handsome results, bearing in mind the small amount paid upon the shares.

Upon the proposition of Mr. CRESTON, seconded by Mr. GOSLETT, the accounts were passed and allowed, and, with the report, were ordered to be entered on the minutes.

The CHAIRMAN, in reply to a question, stated that the lease was held under the Duchy of Cornwall, at a 1-24th royalty.

A vote of thanks was passed to the Chairman for his lucid and satisfactory explanation of the position and prospects of the mine. The proceedings then terminated.

GENERAL MINING ASSOCIATION.

A general meeting of shareholders was held at the offices of the company, Old Broad-street, on Tuesday.

Colonel SCOVELL in the chair.

Mr. J. B. FOORD (the secretary) read the notice convening the meeting, and the minutes of the last were confirmed.

The CHAIRMAN said the present meeting had been convened in conformity with the Articles of Association, and there was really very little business to transact—not even that task which would be most gratifying to the directors of declaring a dividend. Possibly that might create disappointment in some quarters; therefore, he might remind the shareholders that any dividend declared at this season of the year could only be of an interim character, and before the directors could have declared it they must have been very well assured of the position of the company. The year's working would, he trusted, result in profit, but they had not yet arrived at that desirable position to warrant them anticipating a dividend by disbursing their receipts. The trade during the past year, according to the latest accounts, did not compare favorably with those of the preceding year, the produce showing a deficiency of upwards of 7000 tons. This decrease, however, they still hoped would be made up during the remainder of the season, the more especially as the decrease was apparent chiefly in slack coal. By the last accounts there were several vessels waiting to load in excess of last year. Some of their customers in the United States had increased the rate of freight, in order to secure 10,000 tons more before the season closed; therefore, there were hopes that before the end of the present year the sales would not be at all behind those of the year 1870. There had been an evident improvement in the demand for their coal from the United States—their orders had been numerous, and they heard that the manager of the Boston Gasworks had reported that the coal from the Foord Pit was the best that had ever been received from Picton, and that if its character were maintained he would be disposed to receive all his supplies from the company. All these things pointed to an improvement in their trade with the United States. One drawback had been the deficiency of labour and shipping—the former had been felt throughout the province, but in their case it was almost exclusively among the surface labourers. This was chiefly attributable to the construction of the Inter-Colonial Railway, where a higher rate of wages was paid than obtainable by ordinary occupations. The deficiency of shipping, he was afraid, was a more serious difficulty—at all events for the present—and one that placed them at a disadvantage with some of their neighbours; at least, an apparent disadvantage. Most of their competitors had been shipping coal thence, and delivering it at the ports at a fixed price. The impression appeared to be that those who attempt it are incurring a loss, in the hope of establishing a market for their produce, in anticipation of a repeal or modification of the import duty in the United States. At all events, the directors had not felt themselves justified in entering into such transactions; the consequence had been their purchasers had, not being able to command tonnage, been disposed to throw the blame upon the detention in the loading of the vessels, consequent upon the scarcity of labour; they were assured that the detention had been quite as great at the other establishments, which had been proved by results. The report more particularly to the Albion Mine; and as to the Lingan, the coal of which was in favour for gas purposes in the United States, shipping had also been small. This was a serious question, and was engaging the attention of the board; enquiries had been made in this country whether the owners of steam-colliers could be induced to work, but they did not appear to respond, one great objection being to take a fleet of steamers to such a distant port was the cost of repair in case of accident. Therefore, it was a question which must be settled on the other side. Those present at the last meeting would possibly remember that he alluded to the recent visit to this country of one of their local managers, Mr. Hudson, and that the board had urged upon him the necessity of reducing the cost of production, upon which their success very much depended. The board and Mr. Hudson had derived very great benefit from the intercourse which had taken place; but they found there was still required some greater local authority to control the expenditure and watch the operations, to seek out markets for the disposal of their produce, and to settle many questions of a local consideration that required prompt decision—questions that had hitherto been referred to this country. They required an authority of that description who should possess the confidence of the board, and decide matters on the spot. The last committee of investigation suggested that a general manager should be appointed, in whom the functions to which he had referred should be vested; the board concurred in the suggestion, and had only been deterred from carrying it into effect from the difficulty of selecting a competent person to fill the post. It was obvious that if the person selected did not possess the necessary qualifications, it would be only an additional inconvenience and a further burden upon their resources. But he had the satisfaction

of announcing that they had found a gentleman in whom they were disposed to place confidence—a gentleman of great scientific acquirements, and large practical knowledge of mining operations, and who had the advantage of much colonial experience. The gentleman to whom he referred was Mr. Rutherford, who at present held the office of Government Inspector of Mines in Nova Scotia. Mr. Rutherford would relinquish his present position, and enter the company's service in January. The board hoped the appointment would lead to economical working, and to the extension of their trade. With reference to their financial position, the shareholders had already received an intimation that the directors were still prepared to receive subscriptions for the debentures authorised to be raised in 1869. Authority was given to raise 50,000l., of which only 22,000l. had been subscribed for, and with that they had been able to carry on the operations, and reduce the loan of 25,000l. which then existed, although unable to entirely liquidate it, there being about 8000l. unpaid. The board had stipulated to pay off one-half of that amount, and would be very glad to pay the whole. As the shareholders had not come forward so readily as could have been desired, it required their assistance now to fulfil that engagement. He need hardly refer to the security for these debentures—the hypothecation of the whole of the property of the association—and although he did not profess to go into the question of re-valuation, because it was still incomplete, he might say that the re-valuation which had come home exceeded five times the amount authorised to be raised, and eight times the amount required. Therefore, he thought he could safely say that they were offering ample security. Hitherto they had appealed only to their own shareholders to take up the debentures; some of the largest shareholders had shown their confidence in the security offered. The only proposition he had to submit was the question of remuneration to the auditors for the current year, which he proposed should be 100l. He might add that the auditors rendered very great assistance, both by their advice and by checking the accounts as they arrived from the mine. Therefore, he only indebted to those gentlemen for the system of book-keeping, but also for the assistance they rendered in seeing it carried out properly. The motion being duly seconded was put, and carried unanimously.

A vote of thanks was passed to the Chairman and directors for the able manner in which they were directing the affairs of the company, and for the appointment of such a man as Mr. Rutherford.

The CHAIRMAN having acknowledged the vote, said that it would be of very great assistance if the shareholders would come forward with a few additional thousands, to enable the directors to entirely liquidate the loan. (Hear, hear.) The meeting then separated.

IMPERIAL BRAZILIAN COLLIERIES.

The four-monthly statutory meeting of shareholders was held at the company's offices, New Broad-street, on Thursday.

Mr. E. BRIDGES WILLIAMS, M.P., in the chair.

Mr. G. H. CARDOZO (the secretary) read the notice convening the meeting, and the Chairman declared the meeting duly constituted.

The CHAIRMAN, in opening the business of the meeting, explained that they had met in accordance with the Act of Parliament and with their Articles of Association. The company was registered on Aug. 3, and on the 17th of the same month the allotment was made. The directors lost no time in taking the necessary steps for carrying out the objects of the company. They were fortunately enabled to conclude an arrangement, in every way satisfactory to the company, with Mr. James Johnson, to act as manager of the collieries. The importance of this appointment would be appreciated when he told them that Mr. Johnson had spent 17 years in the employ of the Brazilian Government, and had during that time been engaged in examining the coal resources of the country, and in developing the very mines which the company had now acquired. Mr. Johnson left England on Oct. 13, to undertake the management, and under his advice, and that of the company's engineer, the directors engaged the requisite number of colliers and workmen, half of whom sailed by the Humboldt, on Nov. 20, and the rest were to sail on Dec. 1. That the operations in Brazil might progress in the most satisfactory manner, the directors had purchased the requisite additional plant and machinery; these will be completed and shipped as soon as possible. With regard to the tramway, they had considered several proposals for its construction, but had ultimately determined to utilise the services of the workmen to be sent out; they would, under the superintendence of Mr. Johnson, who had had practical experience in the construction of tramways, and lay down the permanent way. In connection with that decision, he might mention that the directors had contracted for the purchase of light rails and other materials for the permanent way, in the shipment of which no time would be lost. By this means the works of the tramway would be completed at cost price, and a great saving to the company would thus be effected. Turning to their legal and financial position, he would observe that immediately after the allotment they had taken the requisite steps to secure the formal recognition of the company by the Imperial Brazilian Government, to get the concessions and property of the collieries transferred to the company from the provincial Government of Rio Grande do Sul payment in respect of the shares authorised to be taken by the President. These steps were much facilitated by the directors securing the influential firm of J. Bramley Moore and Co., of Liverpool and Rio de Janeiro, to act as their agents. Indeed, he thought that in every respect the shareholders might be congratulated upon the progress that had been made in carrying out the objects of the concern, especially when they considered the numerous important matters of detail which required attention. He would further remark that the directors had been stimulated in pressing on matters by the assurance of Mr. Johnson that the tramway should be completed within six months after the arrival of the men and materials at Sao Jeronymo, and that as soon as the tramway was opened the trade in the company's coal would be commenced. There was no formal report to present to the meeting, but one of his colleagues, who had paid much attention to the details connected with putting the undertaking in thorough working order, had favoured them with his observations in writing, the purport of which would, no doubt, be interesting to the meeting. The report referred to was the result of a visit to Liverpool and conference with Messrs. Bramley Moore and Co., and of information gained from several of the colliers, who had been obtained by the company, and the remuneration to agents, based upon the arrangements made in nine other companies for whom Messrs. Bramley Moore and Co. acted. Details were also set out as to accounts and financial arrangements, the shipment of materials, passages of workmen, &c.; but as these are strictly trade matters they need not be stated. With regard to the prospects of the company, it was ascertained that at San Pedro do Sul there are two coal deposits belonging to private individuals, and one belonging to the Government; and a most intelligent captain of a constant trader to Rio Grande stated that he counted on one occasion as many as twelve English colliers inside. The report also stated that the company's coal colliers were not only seen that a very large market for our supply of coal exists inside the bar—at Rio Grande do Sul, Pelotas, and Porto Alegre, for it is not to be supposed that these colliers were the whole number that carried coal through the year; but no doubt at other periods colliers would be arriving. The distance from our collieries is about 230 miles, and I think that anyone would reasonably believe that with our prices we must command the market. The day I was making the enquiries Messrs. Bramley Moore and Co. received advices of a cargo sail at Rio for 49s. per ton, and of the prices at Porto Alegre being from 50s. to 60s. per ton, and only 30 miles from our port of export. Another disadvantage was the fact that the company's coal colliers were not only seen that a very large market for our supply of coal exists inside the bar—at Rio Grande do Sul, Pelotas, and Porto Alegre, for it is not to be supposed that these colliers were the whole number that carried coal through the year; but no doubt at other periods colliers would be arriving. The distance from our collieries is about 230 miles, and I think that anyone would reasonably believe that with our prices we must command the market. The day I was making the enquiries Messrs. Bramley Moore and Co. received advices of a cargo sail at Rio for 49s. per ton, and of the prices at Porto Alegre being from 50s. to 60s. per ton, and only 30 miles from our port of export. 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EAST TERRAS.—Captain James Harris James (Nov. 28) reports—the configuration of this sett is of great importance, as will be seen from the following remarks—viz., the value of all lodges can be proved at the depth of 20 fathoms below surface, without the aid of pumping machinery, by means of an adit, which will be extended on the course of the Parkwyns lodes so far as known as Edwards's lode; this lode and the Parkwyns lodes are separated by a small gap, and which have been worked on by former owners to the depth of 20 fathoms below surface. These lodges at this point are free, and worth about 8 cwt. of tin to the 100 sacks of slatstone. This,

course, is the water, or it may be sure such valuable tinstuff would not have been allowed to remain about. I think twenty years ago a steam-pumping engine was to have been erected here, in order to develop the rich lodes; the engine-house was commenced and the walls built about 4 ft. high, when something went wrong with Captain Dale, the manager, and the operations were abandoned at once. Instead of pumping machinery being erected, an adit is now being driven from the western valley on the course of a highly-productive lode, these proving the value of the lodes without driving through dead ground, and at the least possible cost. In looking at the character of the lodes at the various points of operation, it can be seen that this adit will open a valuable piece of tin ground, for the adit will intersect all the lodes by way of levels on the cautions, and from thence in any direction it may be deemed desirable to drive.

HINGTON DOWN CONSOLS.—This mine is turning out remarkably well. Profitable returns are already being made from the late rich discovery, while the advanced price of copper, and the present appearance of the mine, indicate the near approach to good and lasting dividends, and will draw much attention to the property.

WHEAL AGAR.—The cutting down of the engine-shaft on East Pool great lode is making rapid progress. The engine-house will shortly be erected upon one of the largest shafts in the district, well adapted for the discharge of a large quantity of tinstuff. The western engine-shaft is sinking on a promising lode in the elvan. The 150 cross cut south is not yet out of the elvan; before this end the celebrated Crofty lode traverses the sett, and which is expected will very soon be met with. The prospects of the mine are of the brightest order.

ST. AUBYN UNITED sold tinstuff last week (raised in one month) amounting to 2551, which about meets the costs. A cross-cut in the 12 is about being commenced to cut the lodes, 12 in. number, and which as opened will rapidly augment the sales and profits. The copper sold from the mine was of very rich produce, and brought from 101. to 301. per ton.

SOUTH CARN BREA.—This mine was inspected last week, when the copper lode was valued at 301. per fathom. This lode has now been driven through for 14 fathoms, of varying value from 101. to 451. per fathom. The ore discovered and not taken away is estimated at 40001. The prospects for tin are considered poor.

WEST LLANGYNOG.—The indications at this mine present the most favourable appearances, and, next to having a course of ore, nothing could be more promising. During the last week several droppers or strings of lead have been met with in the deep adit level, and as just such indications were met with in prosecuting the deep level at the adjoining mine—Old Llangynog—it is confidently believed by practical men who have just visited the property that it will not be very long before the main lode of the latter mine is intersected. The Old Llangynog Mine is looking splendid in the 30 and 100 fms. levels, where they have courses of solid lead several feet wide. The engine lately erected within 500 yards of the boundary of West Llangynog will enable them to sink the shaft to a great depth, and it will be of great assistance to the latter mine, as it will help to drain it below the deep adit level, now driving.

THE NEW DRESSING PROCESS AT BRONFLOYD.—The results obtained with the new dressing process continue to be highly satisfactory; it consists essentially in passing the fine and rough slimes through brick slime pits and buddles. The slime pits or boxes are generally made of wood, about 10 ft. long and 18 in. wide; these, it is remarked, are empty one day and full another, warp and crack, are trodden on, and as silver is contained in the finest slimes or floats on surface it goes away to waste through every crevice it can find. The improvements introduced account for the high produce obtained—80 to 85 per cent. for lead, and 17½ ozs. of silver to the ton of lead. It is observed that Van and Bronfloyd ores have hitherto sold at about corresponding prices, and the question is asked—How will their sale this week compare with 131. 6s. 7d.?

DUNSELY WHEAL PHOENIX.—This valuable tin sett is to be vigorously worked by an influential company, and although the prospectus is not yet issued the shares are being rapidly subscribed for by the most influential men in the county. The sett adjoins the well-known Phoenix Mine, and contains several strong and masterly lodes, all producing tin on the backs wherever opened upon. Accompanying the prospectus (which will be immediately issued) will be a map showing the lodes and position of sett, also reports from well-known practical men, connected with the most profitable tin mines in the county, who all pronounce it one of the most important pieces of mining ground ever brought before the public. An engine-shaft is now being sunk, which at 14 fms. deep will intersect one of the most promising lodes ever seen, samples broken from which only 1 ft. below the surface produced 1 gr. 7 lbs. per ton of stuff; this lode is 10 feet wide, and has been traced for 200 fms. in length. It is predicted that the cutting of this lode will be looked forward to with great interest. A sample taken from one of the other lodes, 3 fms. deep, produced 58 lbs. per ton of stuff. From the great enquiry for mining sets in this neighbourhood, we may expect ere long to see one of the most important tin mining districts in Cornwall.

OLD TREBURGETT.—The 40 fms. level south has during the week further improved. It is now worth 251. per fathom, with every prospect of still further improvement. As there are 20 fms. of backs to immediately stop away, and as this level being the bottom of this part of the mine, the importance and value of the lode and mine cannot be overestimated when it is remembered its silver-lead ore sells for near 241. per ton, and the silver ore at the rate of 251. per ton.

FRONVELLAN.—The great interest occasioned in the neighbourhood by the cutting of the Champion lode of the district in the two levels at the top of the Rhiw Mwyn Mountain has not abated, but daily increases, as indications show that the deep adit is approaching a lode, from the ground changing its character, together with an increased quantity of water issuing from the fore-breach of the level. In the top level, 15 fms. under the turf, the lode is estimated at 3 tons of ore per fathom. The second level began lower down the flanking part of the mountain, and, therefore, has not yet got so much cover, and is also some 30 to 40 fms. behind the ore ground above, is not quite so productive, but increases in value every fathom driven. Several of the most experienced mining captains of Wales have lately visited the mine, and all agree that this property, when developed in depth, is likely to rival its rich neighbour, the Van.

The whole of the valuable materials belonging to the **WHEAL MARY LOUISA** (Lanivet) were purchased for the Wheal Vincent Mines, Altarnun, Cornwall, by Capt. R. Thomas, of the East Cornwall St. Vincent Mines, and Mr. James Lawry, two members of the committee appointed to attend the sale for that purpose. The prospects for the production of large quantities of tinstuff are almost beyond comparison, and some of the more sanguine shareholders believe that it will make a second Tincroft. However, an engine and stamps are to be immediately erected, and present prospects will warrant the future being largely drawn on.

GREAT WHEAL BUSY (Chacewater).—We mentioned in the Journal of Nov. 18 that it was very likely Great Wheal Busy would shortly be put to work. We have now the pleasure of confirming that statement. Messrs. Lean and Jose, the well-known merchants of Falmouth, have, with other influential gentlemen, obtained the sett, and operations will be commenced forthwith. We only hope the company will be rewarded as they deserve in again starting a mine which will undoubtedly prove as good as any mine in the county if only it has fair play, and is managed by a man who will not be hampered with brokers or merchants, under which conditions it certainly did not work last time. We shall have something to say about Wheal Daniel next week.

SOUTH FRANCES.—Shareholders interested in this mine will be glad to hear of the improved prospects of their property, and the large stocks of tin accumulating as reserves. There is no doubt but that the sales of tin ore will be doubled before long, and when the shares are subdivided they will command a very much higher price than at present.

NEW CHIVERTON.—It is with pleasure I hear that a valuable discovery has been made in this mine within the last day or two. This mine is situated in St. Agnes, near Great Wheal Charlotte, which yielded considerable profit, and also near Great Towan, which about 50 or 60 years ago enriched the late Sir Charles Lemon's grandfather, and others. New Chiverton manager is Capt. Tonkin, of Dolcoath, a very intelligent agent, who directed that a cross-cut should be made northward from the engine-shaft in the 10 to 120 fms. level in that direction; and this has been done with, I hear, happy results. If the lode now cut continues of the same character now presented. I saw to-day a

tin stone taken there out of very high produce. It is to be hoped that the company will realise deserved success. Mr. Tregellas, the local purser, is in very good spirits over this discovery. The outlay has not been heavy—about £600. The district is first-class.

NEW WHEAL GRYLLE.—This mine bids fair to prove a success, and it is pretty certain that before many months have elapsed the shareholders will be reaping a good reward for their outlay, which they well deserve, for their unflinching faith in the merits of the property. During the last two years very few shares have changed hands, the majority being held by men of keen business habits, who having satisfied themselves, by personal inspection and by having the works surveyed by thoroughly practical miners, that it was a mine only requiring a moderate outlay of capital to be judiciously applied to make it a last-lug and paying concern, very wisely held their shares tightly locked up; and now, what with the large extent of tin ground laid open, and the high price that metal has reached, they may look forward to many years of prosperity. The present company was started under the most favourable auspices about two years ago. At that time the mine had been abandoned several years, when tin was at a very low price. The former adventurers sunk a shaft 40 fathoms deep, which is unwaters at that depth by an adit level driven in the hill from the sea coast, a distance of nearly 600 fms. Four levels were driven from the shaft, intersecting three rich tin lodes, and a considerable quantity of tin was raised; but, as the adventurers had to cart it a considerable distance to have it stamped, the expenses could not be met at the low price of tin then existing; consequently, the mine was abandoned, with plenty of ore actually in sight. The time and expense saved to the present adventurers through having all this work already executed is one of the great features in this undertaking. The cost of the former works could not have been much under £6000, while it must have taken years to execute, all this time and expense being so much saving to the present adventurers, who have cleared up the level, put the shaft in perfect order, and extended the levels on the course of the lodes until they have got tin ground enough laid open to last one's lifetime. The tributors are now actively engaged, and are saving a fine pile of tin to be ready for the stamps which are about to be erected; and, as there is tin ground enough standing between the different levels to keep the stamps constantly employed, there can be no doubt about dividends shortly being paid, and kept up regularly. In clearing up and extending the levels a pretty good quantity of tin has been raised, and so excellent a quality that it has been readily sold in the stone without being stamped, the proceeds helping to keep down the monthly costs. This is an instance of what can be done by a judicious outlay of a small capital where a concern is not overburdened at the outset with a heavy premium in the shape of cash and free shares. As regards the situation of the mine, it cannot be surpassed by any mine in Cornwall, being in the celebrated Marazion district, the exact spot where the Phenicians made their early explorations for tin, and it is surrounded on all sides by mines that have produced large quantities of tin, and several of them paid very large dividends during the last century, and during recent workings have returned more than 5,000,0001. worth of ore.

FOREIGN MINES.

SOUTH AUBORA (Silver).—F. A. Benjamin, Hamilton, Nevada, Nov. 8: Shipped to-day, through Messrs. Seligman and Co., eight bars bullion, Nos. 535 to 546 inclusive, value \$9513.07. This shipment completes the result of 2075-1500 tons South Aurora ore treated; average pulp assay, \$26.85, producing bullion valued at \$47,155.95, or \$4.47 per cent. of assay value. The percentage obtained is extraordinary on such low grade ore. We are now working on Chloride Flat Ores. Reports for October will be forwarded in a few days. [The directors have received, per steamer Cimbrina, nine bars of silver from their mines, value \$10,199.45.]

EXCHEQUER (Gold and Silver).—No letters have been received at the company's office this week, but two of the local papers arrived yesterday, from which is extracted the following:—*Alpine Miner* of Nov. 4: "The Exchequer Mill commenced operations yesterday. Rumour has it that they have struck a rich deposit of ore in an unexpected quarter, and are likely to produce a nice lot of bullion, even though the winter should close down on hauling soon." *Alpine Chronicle* of Nov. 4: "The Exchequer Mill commenced work on Wednesday on ore from the Exchequer Mine. Manager Chalmers has been quietly at work, and without any 'blowing,' or allowing others to do so, is about to commence the shipment of bullion from Silver Mountain. Extra teams will be engaged hauling ore, so that the mill can be kept running all through the winter."—*All's* well."

NORTH AMERICA (Gold).—The directors have received the report of Mr. G. D. McLean, who was appointed in accordance with a resolution of the shareholders to examine the property, and a meeting of the shareholders will be held on Monday next to consider the report and decide on the future course of the company. Mr. McLean's opinion of the property is evidently a highly favourable one.

CAPE (Copper).—Ookiep, Capt. Williams, September 30: Returns: Yield from Ookiep 477 tons, from Spectakel 115 tons. Transport: Ookiep to Hondakel, 197 tons of ore; to Port Nolloth, 20 tons of ore. Bills of lading are received for 95 tons of regulus, and 20 tons of ore per Syria (s.s.) The Antonio Vincent 615 tons and the Croydon 300 tons have arrived at Swanes. The Tacna arrived at Port Nolloth in ballast on 4th October. The following sales have been made since last report:—On 9th inst. 70 tons of regulus by private sale at 13s. 9d. per unit. On 21st inst. by public ticket 270 tons of regulus at 14s. 3d. per unit, and 15 tons of ore at 14s. 4½d. per unit, realising approximately 97501. On the 23rd inst., 615 tons of ore, ex Antonio Vincent, at 14s. 9d. per unit. This lot and the regulus sold by private sale are not yet assayed.

WEST CANADA.—Nov. 8: We have two stopes east of Rowe's shaft yielding 2½ tons of ore per fathom each, and one in the bottom of the 35, east of Bray's shaft, yielding 3 tons per fathom. Copper Bay: In the 60, east of Bray's shaft, the ground is easier for driving; the lode is 4 ft. wide, worth 1½ ton per fathom; there is a splice of the lode standing to the north, which will be proved in stopping. The 50 cross-cut north, west of Palmer's shaft, has passed through some small branches, which are of no value, and the ground has somewhat improved. The stope in bottom of the 50, west of Palmer's shaft, yields 2 tons per fathom, and one in back of the same level east yields ¾ tons. The stope in the back of the 35, west of ditto, yields 3 tons per fathom, and two stopes in bottom of the 35, east and west of Bray's shaft, yield ¾ ton per fathom each.

NEW ZEALAND QUARTZ CRUSHING.—The following extract from Capt. Thomas's letter, dated New Zealand, Oct. 4:—"The quantity of quartz crushed during the month of September was 300 tons, at 14s. per ton, for the Tokata Gold Mining Company. The directors of the company have made an arrangement with me to keep the machinery constantly at work, and for the future I am hoping to crush on an average about 400 tons per month. The expenses this month are higher than they will be for some time again, as I had to get some repairs and alterations done to the water-tanks, water-shoots, &c., by a carpenter, and timber to do the work; also a large retort had to be provided for retorting from 600 to 800 ozs. of gold at a time. The prospects of the company's property are now brought to a most encouraging position, as I have secured an abundance of work for the present machinery erected."

[For remainder of Foreign Mines see to-day's Supplement.]

CHICAGO.—"Mr. George Haseltine, the well-known London patent solicitor, has presented to the University of Chicago a valuable addition to the philosophical and chemical apparatus of that institution."—*Chicago Times*.

HOLLOWAY'S OINTMENT AND PILLS—RHEUMATIC AND NERVOUS PAINS.—Choking fogs and cold weather will provoke these tortures in constitutions susceptible to these maladies. Nothing affords so much relief as Holloway's ointment, well rubbed upon the skin after repeated warm fomentations. Thousands of testimonials bear witness to the wonderful comfort obtained from this safe and simple treatment, which all can adopt. Holloway's ointment, assisted by the judicious use of his pills, is especially serviceable in assuaging the sufferings from cramp and other muscular pains. Nor are these remedies less useful in arresting diarrhoea, in easing stomachic pains, and in moving other internal complaints prevalent in winter, when suddenly changing temperatures continually occasion these inconveniences.

Phoenix Silver-Lead Mining Company

(LIMITED).

CAPITAL £30,000, IN 3000 SHARES OF £10 EACH.

Deposit, 10s. upon application, and 10s. upon allotment.

It is not expected that the full amount will ever be required.

A very large number of shares are taken privately.

DIRECTORS.

HENRY L. PHILLIPS, Esq. (Managing Director of the New Great Consols Mines), 32, New Broad-street, London.

HENRY RUTTER, Esq., LL.B. (Director of the New Great Consols Mines), 4, Warrington-crescent, Hyde Park, London.

THOMAS L. PHIPSON, Esq., Ph.D., F.C.S., &c., &c. (Director of the West Grand Consols Mines), The Cedars, Putney, S.W.

BANKERS—THE METROPOLITAN BANK, 75 and 76, Cornhill, London.

MANAGING DIRECTOR AND OFFICES—HENRY L. PHILLIPS, Esq., 32, New Broad-street, London.

SOLICITOR—A. KERLY, Esq., 98, London-wall, E.C.

ENGINEERS—Messrs. LOAM and SON, Liskeard.

SUPERINTENDING AGENT—Captain RICHARD PRYOR, of the New Great Consols Mines.

These valuable mines are amply provided with the most splendid plant and machinery, and large sales of silver-lead will be shortly made.

The value of the machinery on the mines, and the work already accomplished, are estimated to be a saving to this company of over £20,000. Operations will commence immediately.

The silver-lead fetches a high price, and these mines are situated in the very best silver-lead district of Cornwall.

A large number of applications have been already received.

As no promotion money will be paid to anyone, the preliminary expenses will be confined to the amounts necessarily disbursed.

The capital of the company is £30,000 in 3000 shares of £10 each. The sum of 10s. per share is to be paid upon application, and 10s. upon allotment; further calls will be made only as required.

Prospectuses, forms of application for shares, and copies of the Articles of Association can be had at the offices of the company, 32, New Broad-street, London, where every information may be readily obtained.

Application for shares are to be made by filling up the form of application, and transmitting it with the amount of 10s. per share to the manager of the Metropolitan Bank, 75 and 76, Cornhill, London, or to the managing director, Mr. Henry L. Phillips, 32, New Broad-street, London.

NOTICE.—CLOSE OF THE SHARE-LIST.

In consequence of the large number of shares already privately subscribed, NO FURTHER APPLICATIONS FOR SHARES will be RECEIVED after SATURDAY next, the 9th inst.

Phoenix Silver-Lead Mining Company (Limited), 32, New Broad-street, London.

Mining Correspondence.

BRITISH MINES.

ALL-Y-CRIB.—James Clint, Nov. 29: Engine-Shaft: The lode here is still as good, and is strongly composed of carbonate of lime and a mixture of ore throughout; a few fathoms more sinking will bring the shaft to its required depth, and then a cross-cutting will communicate to the low adit level, which will be of the utmost importance to the above working, when the communication is made all cost of pumping water and horse work is at an end, thus reducing the cost of the lead ore about 31. per ton, and we shall then have some hundreds of fathoms of dry back to work on. The 33 west is still as good as it formerly has been, and will yield about 2 tons of lead ore per fm. The above remarks may be applied to the 10 west, as they are both on the same course and stratum. In the 22 west we have a very fine lode, and which yield about 16 cwt. of lead ore per fathom; the lode is kindly, and leaching out much water, which is a strong proof of better results shortly; this is quite a new shoot of ore, and whole the surface; a most important discovery. In the 22 east the lode continues to yield 4 to 5 tons of lead ore per fm. Having formerly mentioned that I thought we had come to a junction, and that if such were the case it would double the value of the mine, as we could intersect the lode by cross-cutting at any driven point in the mine, I have now great pleasure in telling you I am sure we have found the junction; and having driven back on its course 9 ft. we have a fine footwall, and the lode is yielding nice ore; also we have been making preparations for sinking a winze, and found the ore to be strong in the sole of the said level, which I shall be able to say more about in my next. In the low adit level, driving west of whin-shaft, the lode is 8 ft. wide, with a strong mixture of ore, and will yield about 1 ton of ore per fm.; you must bear in mind that the lode here is whole to surface, which is 50 fms., and the lode unbroken for the length of the sett. In coasting in the back of the north and south lode the lode is 4 ft. wide, composed of blue kyllas and some carbonate of lime, and we find some nice prills of ore; the equal of this lode is seldom found, and cannot fail to be very productive in a little depth.

BEDEFORD UNITED.—Wm. Phillips, Nov. 29: The appearance of the south lode is much improved to-day; the lode is near 3 feet wide, mostly gossan of a very beautiful character, and is already carrying some rich black ore; the lode now looks much like the Wheal Marquis lode when near some of the very fine courses of ore, so that I consider a good course of ore is not far distant. I will keep you advised of any change that may occur.

BELOWDA HILL.—T. Parkyn, Nov. 29: No change since my last report. The masons are making good progress in building the engine-house, and the shaft is sinking satisfactorily.

BLAEN CARLAN.—John Evans, Nov. 29: The bottom levels still look well, and both east and west are producing copper and lead ores, and the lodes are kindly for further improvement. The 10 stopes are also better; No. 1 produces 1 ton per fathom; No. 2 is worth 1½ ton of lead ore per fm. No. 1 stopes, in the back of the adit, is looking well in the western end, and its value is 1½ ton per fathom. No. 2 stopes, in back of the same level, is worth 1 ton per fm. All other parts of the mine are without alteration. Subjoined is a copy of assay ticket—Slime Ore Sample: Assays: 81½ per cent. of pig-lead and 3 ozs. 10 dwts. of silver to the ton of ore.

BOG.—William Nancarrow, John Lean, Nov. 29: The 80 west has been cleared and secured and secured 45 fms. from shaft. We continue to find good paying ground as we clear, and which will be set on tribute as soon as convenient. The lode in the 70 east looks much the same as when last reported upon, and is producing a good mixture of blende and lead. The tribute pitches throughout the mine are without change to notice. Having this week agreed with carriers to supply us with coals, we shall be able to make better progress in working. Tomorrow we intend lowering the drop-lift as far down as possible, and then fix the 20 fm. level drawing-lift at the 80. On the 23d we sold 60 tons of blende, at 51. 2s. per ton.

BRONFLOYD.—T. Kemp, Nov. 29: No. 3 Shaft—North Lode: The ground in the bottom of this shaft is exceedingly favourable for sinking; the part of the lode carried is composed of kyllas and spar, producing some nice stones of lead ore. The 70 east is making good progress. The lode in the west of winze, in the 84, is without change; produce, 2 tons per cubic fathom. The north part of the lode behind the 73 is worth 2 tons of ore per fathom, and the stope under this level, to the east and west of winze, are each worth 1½ ton of ore per cubic fathom. The stope over the back of the 73 is worth 2½ tons of ore per fathom, and that in the back of the 62, 2 tons of ore per fathom.

BRYNAMBOR.—G. Spargo, Nov. 29: The cross-cut at the 22 is without alteration. We have completed putting in dividing sleepers and ladder-roads to the 22, casing and bed plank will be completed to-morrow, which would have been done long ago, but for the difficulty in getting the timber through not being able to obtain sawyers. We shall soon now be in a position to resume the work underneath the 22, as well as to extend the levels. From present indication I think our mine will soon show a better appearance as we extend our levels east underneath the ore ground as well as in the cross-cut, as I feel confident we have not reached the footwall of the lode.

Nov. 30: After sending my report yesterday we intersected a small branch of barytes in the cross-cut at the 22; this looks favourable for something more ahead. I am anxiously looking out for a discovery at this point, and will report immediately anything occurs.

BUDNICK CONSOLS.—J. Rawlings, Nov. 29: In driving west, at the 15, the level still keeps its size; there is a part of it standing south, that I have put the men to cut through in order to prove it. There is no change in the rise east of shaft. The pitches are yielding their usual quantities of tinstuff. We sold a parcel of tin on the 25th, at 861. per ton.

CAEYNON.—T. Hodge, Nov. 29: The summer are making fair progress in sinking the engine-shaft below the 60; the ground is moderate, and congenial for mineral. North Lode: In the 60 fm. level north cross-cut we are not yet through the lode; so far as seen it is in a disordered state; there is more water coming from the breast, which indicates that the main part is still below the surface. I may mention here that the lode in the 50 was disordered and poor at point of intersection, and was driven west on the course of the lode 7 fms. before any lead of value was met. In the 60 I am quite sanguine of good results after driving (say) 3 or 4 fms. west of cross-cut. In the 50 fm. level west end the lode is worth 81. per fathom, with a healthy appearance. The stope in the bottom of the 40, west of winze, is worth 71. per fathom. The stope east of winze is worth 81. per fathom. In the 30 fm. level south cross-cut there is no change worthy of notice. South Lode: The 40 west cross-cut continues to let out much water, but not value for mineral. In the 40 fm. level cross-cut the lode is still better, a branch, composed of crystallised spar, kyllas, &c. We are continuing to cut in a good channel of ground. In the 30 east we have cleared out the level, and find good blende standing in the side of the level that will pay well to take away. The stope in the bottom of the 10, west of winze, is now beat down to the 20, and will in future be called the 20 fm. level stope; the lode is worth 61. 10s. per fathom. The stope in the back of the 20, east of winze, is worth 71. per fathom. In the 10 east the lode is worth 41. per fathom, but showing strong indications of blende as we drive. The machinery is working well.

CAPE CORNWALL.—No change has taken place in this mine since my last report, with the exception of cutting a stream of water in the 100 cross-cut north of the engine-shaft. Saturday next being our pay and setting, a full report shall be sent you.

CATHEDRAL.—J. Michell, Nov. 30: We are doing our very best in getting the engine to work. The weather is very much against the masons, who were entirely waiting upon; should we be favoured with five or six fine working days everything will be ready, and the engine at work. I do not see any change in the underground workings, or any other notices likely to be of report.

CEFF BRWYN.—J. Paul, Nov. 29: The cross-cut south in the 104 is being driven with full dispatch, and good progress is being made. In the 92, 90, 88, west, the lode is without any particular change, producing good stones of ore, and letting out a great quantity of water—a very promising lode. The lode in the two stopes over this level west is from 6 to 8 ft. wide, yielding 18 cwt. to 1 ton of lead ore per fathom. In the stope over the same level, east of shaft, the lode is worth 14 cwt. of lead ore per fathom. The lode in the 80 west is a little disordered by a cross-joint, but still yields some good ore, and indicates an improvement. In the 80 east, the lode is 14 ft. wide, and the 80 west is 14 ft. wide, and will produce 15 cwt. of lead ore per fm. The lode in the 80 east without any change, showing a little lead and blende ore at times. The lode in the stope over the 56 east is 8 ft. wide, worth ¾ ton of lead ore per fm. We are busily engaged fixing pulley-stands, bobs, &c., but have had great difficulty in obtaining carpenters; however, this work will now be completed quickly, and the new water-wheel put to work. All other surface work is being proceeded with regularly.

CONNORREE.—W. Jones, Nov. 29: In the 18 and 25, at Field's shaft, on yellow ore, the stope in the 18 is now in a disordered state, but the 25, on Barry's shaft, on grey and black ore, we have a very good lode in the sinking, 8 ft. wide, and carrying strong copper; the stope are yielding well. In the 38, east of engine-shaft, on yellow ore, the two stopes are producing very fairly. In the 48, on yellow copper ore, a good return may be expected from the number of hands now on these stopes. Kilmaco Silver Blende Ore: We have drawn to surface our broken ore, and everything is now cleared up and made secure.

CRENVER AND WHEAL ABBHAM UNITED.—William Kitto, W. J. Paul, Nov. 27: Setting Report: Sturges' engine-shaft to sink below the 205, by eight men, at four boys, at 351. per fm.; down 6 fms. 2 ft. 10 in.; below the lode is 14 ft. wide, and will produce good stones of copper ore. The 205 end to drive west on the old lode, by six men, the month, at 91. per fm.; the lode is 15 in. wide, producing a little copper ore. The 200 end to drive east, by two men, the month, at 101. per fm.; the lode is still split in two parts.—Crenver Shaft: The 160 end to drive east, by six men, the month, at 51. 10s. per fm.; the lode is 9 inches wide, and looking more promising than for some time past. The 130 end to drive east, by four men, the month, at 81. per fm.; the lode is 2 ft. wide, and worth 101. per fathom. To rise in the back of the 120, by six men, the month, at 71. per fathom; the lode is from 2 to 3 ft. wide, and worth 151. per fathom. To sink a winze in the bottom of the 120, by four men, the month, or hole to rise in back of the 120, at 81. per fm. St. George's shaft to sink below the 190, by six men, the month, at 141. per fm.; the lode is 1½ ft. wide, producing good stones of rich grey copper ore. The 190 end to drive west, by four men, the month, at 71. per fm.; the lode is 1½ ft. wide, unproductive. To drive the 120 cross-cut south of Woolf's shaft, by four men, the month, at 101. per fm.; we do not expect to meet with the lode in this direction for 30 fms. further.—Vivian's Shaft: The 200 end to drive east, by six men, the month, at 111. per fm.; the lode is small and poor. Pelly's engine-shaft to sink below the 120, by eight men and four boys, at 361. per fm., and down 9 fms. 3 ft.; the lode is from 2 to 4 ft. wide, worth from 101. to 151. per fathom for tin and copper ore. The 200 end to drive east, by six men, the month, at 181. per fm.; the lode is from 4 to 5 ft. wide, unproductive. The 220 end to drive west, by six men, the month, at 71. 10s. per fm.; the lode is 5 ft. wide, and worth for tin 101. per fm. A winsette sink in bottom of the 210, west of shaft, by six men, the month, at 81. 10s. per fathom; the lode is 5 ft. wide, and will produce from 2 to 3 tons of good copper ore and some tinstuff to the fathom. The 210 end to drive west, by four men, the month, at 71. per fm.; the lode is 4 ft. wide, producing a little tin and copper. The 210 end to drive east, by four men, the month, at 91. 10s. per fm.; the lode is 3 ft. wide, producing a little tin, but not enough to value. The 110 cross-cut to drive north, by two men, at 161. per fm. To rise in back of the 180, against Richard's shaft, by two men, the month, or hole, at 71. per fm., which we expect to do in a fortnight. Richard's shaft to sink below the 170, by six men, to hole at 81. per fm.—William's Engine-Shaft: The 94, cross-cut to drive south, by six men, 1 fathom, at 261., or cut the lode at 261. The 70 cross-cut to drive north, by two men and two boys, at 71. 10s. per fm. To drive the 60 end west of

new to notice from last week's report in the 30 fm. level, west or along the shaft. It is still very hard and wet, making much against the progress of cutting through; and have not yet got the hanging wall, but have got into the lode 3 ft., and find it tinny throughout, with a kindly appearance. In the 30 fathom level, driving east of shaft, the lode has been cut into 4 feet, and for the part opened on is worth 61. per fathom; no south wall has been met with as yet; it is presenting a similar character to that driven through in the level above, but it seems to be

level, driving south towards the Fron lode, has been driven 3 fms. 6 in.; this level is now composed of both the lime rock and a very hard shale formation, through which the neighboring mines we have to drive some fathoms again through this shale before we reach the lead-bearing limestone rocks through which the Fron lode traverses. We re-cut this end at 80 fathoms, 6 fms., or the month, and to bring their stuff to surface; full price of six men. The cost at engine is much the same as for the past month, about four or five strokes per minute. Our shaft and pitwork is in good working order. Every other operation at the mine going on as usual.

WEST PRINCE OF WALES.—J. Gifford, Nov. 28: On Saturday we set the 60 east to drive by the side of the lode, by six men, at 71. 10s. per fathom; the lode is of a fine composition of capel, quartz, and peach, with arsenical muddle, and sink 4 ft. though it is in a very quiet position. The lode is looking very promising. The 60 west to drive by six men, to carry as much of the lode as possible, at 10s. per fathom, stent the month; the lode is 4 ft. wide, composed of capel, quartz, and prlan, with occasional stones of muddle, tin, and spots of black copper ore intermixed.

WEST STIPERBOSTON.—E. Wardman, Nov. 29: We are now down 2 ft. 6 in. with the new contract at the engine-shaft, and are this day putting on another pump-tree; there is no material change, the lode still producing small branches of lead and blende of a rich quality, but not at present in sufficient quantities to warrant the engine-shaft being driven, we have very strong lode still with us, and we cannot tell how soon an important change may be made. We are working evening cut more water, which will, I doubt not, be the means of causing the same to sink faster in the old mine. In the south adit end there is no change since last reported, still very hard). I have set the men for the month, at 8s. per fathom, which is at present no more than equal to its value.——P.S. I have ordered boards for elserst for plunging-lift, and shall commence driving everything ready for it.

WEST TANKERVILLE.—Arthur Waters, Nov. 30: Wood Lode: I am glad to be able to sink the lode in the 48, south of engine-shaft, has much improved this week, and looks like the beginning of a good run. We are glad. It is better than anything we have seen in this level before. We have now, I think, no fault that our object in the said direction will yet be attained—viz., a good mine against the south shale. We have commenced driving west out of the above level on the White Stone vein, which will be a cross-cut to the Cornish lode. We consider this to be an important trial, and expect it to make good discoveries on both lodes. There is nothing new in the 28 south on Cornish lode. The stipes in back of the 10 fm. level, north and south of Cornish shaft, are yielding ore in paying quantities. Men are employed in casting and dividing the stuff. The 10 fm. level, south of the Cornish shaft, is looking very promising. The engine-shaft below deep adit level continues to go down at a strong and productive lode. There is no change in the winze below the adit south of shaft. Boundary adit is going on as usual. South boundary shaft is still in the middle of a strong ore lode, which is likely to turn out well. There is no sign yet of being through the lode. We have not yet cut either of the lodes—viz., Lawrence's, first and second north, seen in Roman Gravels; they are still before us.

WEST WHEAL TOLGUS.—Nov. 30: There is nothing particularly new to notice. The 10 fm. level is very quick, just enough for the engine to keep by working from 7 to 8 strokes per minute. We have not been able to do but little in the bottom of the shaft for the past month. We are in fork now, and things are going on very well at present. The 115 fm. level end east is much the same as last reported, yielding 4 tons of ore per fathom. The winze under the 105, west of shaft, is still yielding 6 tons of good ore per fathom. The other bargains in this part are without alteration, and the stipes are not looking worse, only getting shorter.——Richard's Shaft: The lode in the 55 fm. level end east is large and sparry, but no ore to value. The rise in back of the same level is principally in the shale, and is a good deal of ore. The 105 fm. level end east is much the same as last reported, yielding 4 tons of ore per fathom. 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per fathom; the 120 east, 127; the 110 east, 251; the 100 east, 121; the 80 east, 161; the 60 east, 121; the 40 east, 121; and the 20 east, 81.
WILLUGHBY.—H. Nottingham, Nov. 29. One progress in sinking the engine-shaft has been interrupted this week several times. We have been unfortunate in breaking the lift twice in blasting, so that we had to get a new door-piece to match the window; and it so happened yesterday that, simultaneous with the breaking of the lift, we cut into a fresh feeder of water, which rose about 9 ft. in one stem. The wheel is now forking the water, so that we shall be able to resume sinking to-night. At surface our operations are going on satisfactorily. We have the arms of the water-wheel set true in their places, and shall be in readiness to-morrow to begin with the sections of the wheel. I have a lot of hands on repairing the road again, which has gone very bad in places. The masons have commenced building the crusher-house to-day. The cottage at Llanrochwyn is finished, and the slater putting on the slates. We have the timber, &c., also on the stable, waiting for the slates. The bank of the reservoir and other things are going on as usual.

GREAT NORTH LAXEY.—A slope has been set on the new lode in the 73, worth 11 to 2 tons per fathom. This lode is daily expected to be met with in the cross-out in the 38 fm. level.

PHENIX SILVER-LEAD MINING COMPANY.—This valuable property is introduced under the auspices of Mr. H. L. Phillips, the managing director of the New Great Consols Mines, which are, perhaps, among the finest tin mines in Cornwall, being valued at over 300,000, for the reserves alone, apart from the monthly profits they are making. The sales of silver-lead will be large, and the prospects of the mines are of the highest order, as a reference to the reports of that admitted practical authority, Capt. R. Pryor (the able manager of New Consols and the St. Just Amalgamated Mines) will show. A large number of shares are already subscribed for, and the share list will close next Saturday. The abridged prospectus will be found in another column.

TANKERVILLE.—The mine continues as rich as ever. They are now able to draw with machine-kibble from the 120, and are about to resume sinking the shaft below that level.

OLD BOTTLE HILL.—Active operations are commencing here, and the mine bids fair to pay good dividends. In the eastern part of the set, the agent writes, there are thousands of fathoms of ground that can be worked to a profit when Josiah shaft is in order. To show his strong opinion, the agent who has been on the mine for more than 30 years has offered to forego any salary until the mine pays a profit.

NORTH ROSKEAR.—The great improvement in the 250, or bottom level, west of Doctor's shaft, is opening up a splendid run of tin ground, now worth fully 40% per fathom. As this end is now coming under the run of tin ground seen in the 240, there can be no doubt of the permanency of the discovery.

DOLVEN CONSOLIDATED.—The amalgamation referred to in the Supplement to last week's Journal has been unanimously agreed to. The report submitted at the meeting reminded the shareholders that the lodes are the great Froggoch lodes of the Lisburne Mines, which have for years past there returned 200 tons of lead ore per month.

CREEGBRAWSE.—The prospects of this mine are very much improved within the last fortnight. Several points yielding increased quantities of tin, varying from 10% to 30% per fathom. A dividend is expected at the next meeting, as the financial position of the company is very good. Independent of the late improvement, the profits of the mine from ground previously laid opened, and now being worked by tributaries, has been estimated by practical tin miners at about 3000% per annum. The shares are only 509 in number, and, no doubt, will be subdivided.

GREAT WORK.—The tin produced by the Great Work Mines in Breage, near Helston, sold on Saturday last at 95% per ton. This mine is said to produce the best tin in Cornwall.

FLAGSTAFF.—As will be seen in another column, this company is formed for the purchase and working of the Flagstaff Mine, situated in Little Cottonwood Canon, Utah Territory, the same containing a lineal extent of 2000 ft. on the vein, and a width of 400 ft. It is close to the Emma Mine, and thought to be upon the same run or vein, but being higher up the hill side it is found to be of more regular formation than that justly noted mine. Although 2500 tons of first-class ore, averaging 150 per ton has been raised and worked in the past few months, "the greater part of this," Prof. Blake states, "has been taken out of the inclines and drifts in opening out the mine, having the greater part of the ore standing and ready to be stepped out." Two shafts have been sunk to the depth of 275 ft. and 254 ft., and a tunnel is now being driven on the hill side, which will tap the vein about 200 ft. below the bottom levels of the shafts. When this tunnel is completed the supply of ore will be sufficient to supply any desired number of furnaces, as it appears from the various reports that there is now developed and in sight from 500 to 800 tons of first-class ore, and when the tunnel taps the vein, 200 ft. below the present working, this amount will be more than quadrupled. About 20 tons per day is the amount now raised from the mine, performed by hand windlass. It appears, however, from this limited supply, one of the two furnaces belonging to this company smelted during the month of September 457½ tons of ore, giving a gross yield of £71,448, equal to £156 per ton, at a cost, including mining, smelting, and all other expenses, of £28,074, leaving a net profit of £43,374, or 8960% for the month. The October reports, as far as received, are fully up to September. These figures give a net profit of 117,000% per annum, equal to a dividend of 38 per cent. upon the proposed capital. The proceeds accruing since Sept. 1 go to the present company, out of which the directors propose to pay the first regular monthly dividend of 2 per cent. per month (amounting to 24 per cent. per year) on Feb. 1, to be thereafter continued regularly.

GREAT ROYALTON TIN MINE.—ONE HUNDRED SHARES FOR SALE. The mine is looking well, and the north lode cut rich. Apply to "A. E." MINING JOURNAL Office, 26, Fleet-street, London.

WATER-WHEELS FOR SALE.—ONE of 45 feet diameter by 5 feet wide.
 ONE of 40 feet diameter by 4 feet wide.
 ONE of 27 feet diameter by 5 feet wide.
 Apply to—Mr. EDWARD BETTELEY, 25, Cheltenham-place, Plymouth.

THE RADNOR SILVER-LEAD MINING COMPANY (LIMITED).
 Prospectures may be obtained from Messrs. J. HUME and Co., 74, Old Broad-street, London, E.C.; or at the offices, 32, New Broad-street.

MR. THOMAS SPARGO, MINING ENGINEER, STOCK AND SHAREDEALER, 224 AND 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.

THE PHENIX SILVER-LEAD MINING COMPANY (LIMITED).

MESSRS. R. AND G. PHILLIPS request the ATTENTION of INVESTORS to the PROSPECTUS of this COMPANY. The SHARE LIST only remains open to the public for ONE WEEK, and immediate application will be necessary to obtain an allotment. The company is introduced under the auspices of the Directors of the New Great Consols Mining Company (Limited), one of the greatest successes of recent years, who, with their friends, have subscribed largely for the shares, and the managing director of which company will be also the managing director of the Phoenix.

Messrs. R. and G. PHILLIPS will send prospectuses to those who desire them, and beg leave to state to their friends and clients that this is a first-class property, and that the shares are held by a most respectable and influential proprietary. The company is only in 2000 shares, of £10 each, and very large returns of silver-lead will be made, the mines being already capable of selling from 35 to 40 tons per month.

MESSRS. R. AND G. PHILLIPS, 63, BISHOPSGATE STREET WITHIN, LONDON, E.C.

MESSRS. R. AND G. PHILLIPS recently requested attention to the exceptional merits of the WEST GREAT CONSOLS MINING COMPANY (LIMITED). They particularly recommended their friends and clients to apply for shares when the company was recently introduced, and they have much pleasure in stating that they will be happy to purchase shares at a premium of 10% per share.

They now recommend Prince of Wales shares for investment, and Phoenix Silver-Lead shares, as above described.

63, BISHOPSGATE STREET WITHIN, LONDON.

At WEST GREAT CONSOLS the process of forking the water has already commenced by the aid of the splendid water-wheel, and the manager hopes to soon speak as to the value of the lode for tin. This will be a very valuable mine, and shares are held by investors solely.

SPECIAL NOTICE.

MESSRS. R. AND G. PHILLIPS, in directing attention to the PHENIX SILVER-LEAD MINING COMPANY (LIMITED), the prospectus of which is just issued, beg to call attention to the favourable notices of this company which appears in the Times this day (Friday). The same is headed "Cornish Mining," and refers to the rise of 45 in the price of copper, and that some shares have already gone up from 50 to 75 per cent. It says—
 "Lomax, Penhale, and East Golden Mines are also about to be worked by an influential and wealthy company."

This extract from their own correspondent's letter conveys the local high opinion of this valuable property, which now belongs to the Phoenix.

The SHARE LIST CLOSURE, next SATURDAY, so that no time should be lost in sending in applications.

Prospectures can be obtained from Messrs. R. and G. PHILLIPS, 63, Bishopsgate-street within, London.

With this week's Journal a SUPPLEMENTAL SHEET is given, which contains: Mr. Warrington Smyth's Lecture at the Royal School of Mines—Mineral Resources of Ireland—Ironworks and Collieries of North Wales—Manufacturing Industry of Scotland—Green Slates—Meetings of the Penicuik, Great Snafell, Benafada, and Great East Forkdale Mining Companies—Obituary: Mr. George Noakes, F.G.S.—Foreign Mining and Metallurgy—Foreign Mines Reports—Monthly Summary of Mining in Australasia—Original Correspondence: Statistics of English Coal Mining; Burleigh Machine in Sweden (W. Hoskin); Spain, its Present, Past, and Future, No. II.; Thames Gold Field, New Zealand; Pinto Silver Mines, and their Prospects; Utah Mining Company; Life at the Silver Mines of Nevada; Silver Mining in the Callington District (C. Pengilly); What to Select, and What to Avoid (P. W. Mansell); Science of Investments (H. Tredinnick); Terras Mine, and its Prospects, &c.

The Mining Market; Prices of Metals, Ores, &c.

MINERAL MARKET—LONDON, DEC. 1, 1871.

COPPER.		s. d. s. d.		IRON.		Per ton.	
Best selected ..p. ton	83	0	0	Bara Welsh, in London	8	10	0
Tough cake and tile	81	0	0	Ditto, to arrive	8	7	0
Sheathing & sheets..	84	0	0	Nail rods	5	6	0
Boils	85	0	0	" Staffs, in London	10	0	0
Bottoms	83	0	0	Bars	10	0	0
Old	83	0	0	Hoops	10	15	0
Burra Burra	83	0	0	Do. at works	9	5	0
Wire.....per lb.	0	10	10	Hoops	ditto	10	0
Tubes	0	0	11	Sheets, single	11	15	0
BRASS.		Per lb.		Pig No. 1, in Wales	4	10	0
Sheets	84	d.	9d.	Refined metal, ditto	4	10	0
Wire	84	d.	0	Bars, common ditto	7	10	0
Tubes	84	d.	9d.	Do. mch. Tyneor Tees	8	0	0
Yellow Metal Sheathing	7	d.	0	Do., railway, in Wales	8	0	0
Sheets	6	d.	7	Do., Swed., in London	11	5	0
SPLITTER.		Per ton.		To arrive	11	5	0
Foreign on the spot	£20	0	0	Pig, No. 1, in Clyde	9	0	0
" to arrive	19	15	0	Do. f.o.b. Tyneor Tees	8	0	0
ZINC.		Per ton.		Do. Nos. 3, 4, f.o.b. do.	3	15	0
In sheets	27	0	0	Railway chairs	3	15	0
QUICKSILVER (p. bot.)	£11	0	0	" spikes	12	0	0
TIN.		Per box.		Indian Charcoal Pigs,	6	10	0
English blocks	£155	0	0	in London, p. ton.	6	10	0
Do., bars (in brls.)	156	0	0	STEEL.		Per ton.	
Do., refined	158	0	0	Swed., in kegs(rolled)	14	0	0
Banca	150	0	0	" (hammered)	14	10	0
Straits	150	0	0	Ditto, in faggots	15	0	0
TIN-PLATES.*		Per box.		English, spring	16	0	0
IC Charcoal, 1st qua.	1	11	0	LWAD.		Per ton.	
IX Ditto, 1st quality	1	17	0	English Pig, com.	18	0	0
IX Ditto, 2d quality	1	9	0	Ditto, L.B.	18	2	0
IX Ditto, 3d quality	1	15	0	Ditto, W.B.	20	0	0
IX Coke	1	7	0	Ditto, sheet	20	0	0
IX Ditto	1	13	0	Ditto, red lead	20	1	0
IX Ditto	1	13	0	Ditto, white	28	0	0
IX Ditto	1	13	0	Ditto, patent shot	20	10	0
IX Ditto	1	13	0	Spanish	17	10	0
IX Ditto	1	13	0	* At the works, ls. to ls. 6d. per box less.		† Add 6d. for each x.	
IX Ditto	1	13	0	Terne-planks 2s. per box below tin-plates of similar brand.			

30-Van.....	120	\$ 11 6	Kenrick and Son.
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BLACK TIN.						
	Mines.	Tons c. q. lb.	Price p. ton.	Amount.	Purchasers.	
Nov. 25-Rosewall Hill..		6 16 1 2 ..	\$87 0 0 ..	\$92 15 5 -		
28-Eo. Condurruv.		28 0 0 0 ..	88 12 6 ..	—	R.R. Michell	
30-West Godolphin		6 19 0 5 ..	90 0 0 ..	625 14 0 -	Bollitho.	

EIGHT PER CENT. FIRST DEBTENTURE BONDS, with BONUS, of the BRITON FERRY COLLIERIES COMPANY

(LIMITED).

In Bonds of £20 each and upwards.

MESSRS. F. EVERETT AND CO., 17, ROYAL EXCHANGE,
E.C., are authorized to INVITE SUBSCRIPTIONS for the remaining
portion of the issue of £20,000 of the above Bonds.
Terms and conditions, including bonus, are fully detailed in the prospectus,
from which the following is abridged.

TRUSTEES.
G. A. F. CAVENDISH BENCKIN, Esq., M.P.
R. M. CARTER, Esq., M.P.

DIRECTORS.
THOMAS CAMPBELL, Esq., Director of the Metropolitan Bank.
PETERBROOK JONES, Esq., Palace-gardens-terrace, Hyde-park, W.
CHARLES MORRIS, Esq., Director of the Bank of Australia.
ALBERT PELL, Esq., Director of the Central Bank of London.
FREDERICK TOMKINSON, Esq. (Messrs. Rossall and Co.), Mark-lane.
BANKERS—METROPOLITAN BANK, Cornhill.

SOLICITORS—MESSRS. THOMAS WHITE AND SON, 11, Bedford-row.

These collieries consist of an area of about 450 acres, estimated by the en-
gineers to contain upwards of 30,000,000 tons of coal, are favourably situated
in close proximity to the harbour and floating docks of Briton Ferry, and are
connected therewith by their own lines of tramway.

Seven seams of coal, of rich bituminous quality, have been won, making to-
gether 24 ft. in thickness.
The rate of output will soon exceed 100,000 tons per annum; the demand is
constant and increasing, and the net profit is from 1s. 6d. to 2s. per ton, equal
to £7500 to £10,000 per annum.

Full prospectuses, with form of application and other particulars, may be ob-
tained of the Bankers, and of Messrs. F. EVERETT and Co.
Since the issue of Bonds was first advertised, important contracts, extending
over a period of five years, have been secured at highly remunerative prices.

THE CRESCENT GOLD MINING COMPANY (LIMITED).

Registered under the Companies Acts, 1862 and 1867.

Capital £100,000, in 10,000 shares of £10 each.

£1 payable on application, £2 on allotment, and the balance by instalments, as
and when the same may be required, the last of such instalments to
be payable on the 1st June, 1872.

DIRECTORS.
Col. WILLIAM SCOTT ADAMS, 44, Chester-square, S.W.
EDWARD H. BRAMALL, Esq., Director of the Recife and Sao Francisco
(Pernambuco) Railway.
J. P. H. HALLS, Esq. (Messrs. St. Albion and Hall), 75, Old Broad-
street, E.C.
CHARLES J. HILL, Esq., 10, Old-square, Lincoln's Inn, W.C.
PAUL LIEBERMANN, Esq., 9, Minster-lane, E.C.
Lieut.-Col. H. STUART WORTLEY, Carlton Club.

BANKERS.
Messrs. DIMSDALE, FOWLER, BARNARD, and DIMSDALE, 50, Cornhill, E.C.

SOLICITORS.
Messrs. JAS. TAYLOR, MASON, and TAYLOR, 15, Farnival's Inn.

AUDITORS.
Messrs. HARPER, SIMPSON, and Co., Cowper's-court, Cornhill.

SECRETARY—F. B. WILSON, Esq.

OFFICES,—20, ST. HELEN'S PLACE, E.C.

In bringing the Crescent Gold Mine before the public, the directors desire to
call attention to the fact that the value of this property is certified by the In-
dependent examination of the authorities of the Mining Bureau of the Pacific
Coast at San Francisco (see extracts), and they feel that the reputation for in-
dependence and integrity enjoyed by the Mining Bureau gives a peculiar value
to their report, and affords investors a means of gauging accurately, not only
the present value of the property, but also the soundness of its future prospects.

This company is formed for the purpose of purchasing the Crescent Gold Mine,
with the mill, works, and other buildings and machinery, and for continuing
the working. The property is situated at Crescent Mills, in Plumas County,
California, and practically consists of four mines, the Crescent, the Horseshoe,
the Union, and the Pet. These four veins vary in width from 3 to 20 feet,
the average being about 15 feet, and they form one of the largest and most uniform
and productive bodies of pay gold ore in California.

In addition to the mine, and about 30,000 tons of valuable tailings, there is
comprised in the sale the freehold of the whole property, including the sites of
the numerous buildings, practically embracing the whole of the village of
Crescent Mills. There is an excellent steam crushing mill, of 32 stamps, worked
by 100-horse power engine, hot-tung works with a 30-horse power engine, powder-
house, stores, and offices, boarding-houses for the workmen, barns, wagon-sheds,
quartz-house, and 36 private dwellings, together with all machinery, mining
apparatus, tools, and everything on the premises pertaining to the property or
works.

The mine has been worked for several years, and although only carried to a
depth averaging about 200 feet, a depth at which many mines only commence to
pay, has already realised over \$800,000, the ore, according to the estimate of Mr.
Ashburner, who carefully examined the books at the time of his visit to the pro-
perty, having averaged about \$16 per ton. The cost of mining and milling has
not in the past exceeded \$5 per ton, but during greater part of the time wages
and supplies were very much higher than at present. The future expenses of
working are estimated by Hon. J. Ross Browne and the Mining Bureau of the
Pacific not to exceed \$4 per ton. The lowest value ever placed upon the low
grade unsifted ore, taken indiscriminately from wall to wall, was \$3 per ton,
while it is safe to calculate that the richer strata of \$20, \$30, \$40, and \$100 ore,
frequently met with, will ensure an average equal at least to that of the past.

The reserves (as shown by the reports and survey) are sufficient to supply a
50-stamp mill with ore for many years to come.

Upon signing the preliminary contract early in the year the vendor agreed
that the mine should not be worked during the time occupied in the negotiations
and in making the necessary surveys, so that the amount of reserves and tail-
ings given in the reports could not be diminished, nor the mine unfairly worked
before the company should take possession.

The increase of the milling capacity would only cause a suspension of opera-
tions for a short time. On taking possession profitable operations could at once
be commenced with the present mill, and by working the mine systematically,
the ore in sight would be increased much faster than that taken out can be
worked by the mill. It is stated by Hon. J. Ross Browne that the capacity of
a 50-stamp mill working 22 days per month only, will be 19,800 tons of ore per
annum, and he estimates that, taking the lowest value of the ore at \$3 only,
the net profit would be £15,840 per annum, while if the ore should prove of
equal value to that of the past workings the net profit would be £41,580 per
annum, while an additional profit of over £2000 per annum would be obtained
by changing the motive power from steam to water. This calculation is based
upon working 22 days per month only, but the mill would probably be kept in
operation for 28 days, which would increase the returns above 25 per cent.

The proposed capital will be sufficient to increase the stamps to 50, to convey
water to work the mill, to provide a general working capital, and for any un-
foreseen contingencies. (See reports.)

Extracts are appended from full and favourable reports on the mine made in
1867 by Mr. William Ashburner, M.E., a gentleman of the highest reputation,
and widely known from his connection with the Bank of California as examiner
of mines, and by Mr. S. E. Holcombe, of San Francisco, in 1871.

Recognising the importance of thoroughly testing the statements made re-
specting the property, and of having the reports brought down to the present
year, the greatest care has been taken to have the mine further examined by
most competent authorities on the subject, and accordingly exhaustive reports
have been obtained from Hon. J. Ross Browne, late United States Government
Commissioner of Mines, and finally by the engineer of the Mining Bureau of the
Pacific Coast. These reports fully agree in the valuable character of the mine,
and extracts are appended.

Messrs. Ashburner and Hon. J. Ross Browne reported on the Sierra Buttes
Mine, which has paid 20 per cent. regularly in dividends, and whose shares are
now at above 100 per cent. premium.

The last examination was made under the supervision of Col. J. Berton, Vice-
Consul of France, and President of the Mining Bureau, who also personally ex-
amined the mine and has given his certificate, dated October 25, 1871, corroborat-
ing the official report of the Mining Bureau. A careful survey of the mine was
also made during the month of September last, by Mr. A. W. Keddie, County
Surveyor of Plumas County, whose plans showing the workings and reserves of
ore are incorporated in the report of the Mining Bureau of the Pacific. Extracts
from these reports are appended, and an attested copy of Mr. Ashburner's report,
and the originals of the other reports and inventory can be seen at the offices of
the company, with the plans of the mine, a sketch of the buildings comprising
the village of Crescent Mills, owned by this company, and the Articles of Asso-
ciation.

The title of the property is freehold, and free from royalties or dues. The pur-
chase consideration is £20,000, of which the vendor is willing to take £25,000 in
fully paid-up shares.

Applications for shares must be made on the form accompanying the prospectus
and must be forwarded, together with the deposit of £1 per share, either to the
bankers of the company, or to F. B. Wilson, Esq., the secretary of the company,
20, St. Helen's-place.

Prospectuses and forms of application may be obtained at the offices of the
company.

GENERAL MINING OFFICES, BEDFORD FOUNDRY, TAVISTOCK,

CONDUCTED BY

MR. CHARLES F. COLOM,

MINING ENGINEER, AGENT, AND SURVEYOR.
Who undertakes the entire local Management of Mines, including Drilling,
making accurate Underground Communications and Plans,
at a stipulated salary.

Mines Inspected and faithfully Reported on, orders for which purpose should
be made for Mr. Colom, or his Agent.

Promoters of New Mining Enterprises (which will bear the strictest scrutiny)
rendered every assistance.

Investments in Mines arranged for Capitalists,—the condition of the com-
panies, as well as the prospects of the Mines, being first strictly investigated.

THE TIN MINES OF CORNWALL AND DEVON— THEIR PRESENT POSITION AND PROSPECTS.

By THOMAS SPARGO,

Mining Engineer and Stock and Sharedealer, Graham House, London, E.C.
Price 3s., post free.

Notices to Correspondents.

* Much inconvenience having arisen in consequence of several of the Numbers
during the past year being out of print, we recommend that the Journal should
be filed on receipt: it then forms an accumulative and useful work of reference.

JET.—Can any of your readers inform us the commercial value of this article,
or where a market for it can be found?—S. and C.

EBERHARDT AND AUROHA.—The letter from "A." reached us too late for this
week's Journal. It shall be inserted in our next.

MINING PARTNERSHIPS.—"Constant Reader" (Manchester).—The Cost-Book
System is not legally recognised except for working mines within the counties
of Cornwall and Devon. For working a mine in Denbighshire, it is much pre-
ferable to adopt the limited liability principle.

UTAH.—We could not publish the letter signed "Enquirer." The writer should
apply to the gentleman referred to, who will readily afford every information.
Received.—"Reader" (Liverpool).—"A Working Man" (Mineral Hill, Nevada),
next week—"W. L." (next week).—"Nemo"—"H. H. R."—"Viewer" (New-
castle).

THE MINING JOURNAL, **Railway and Commercial Gazette.**

LONDON, DECEMBER 2, 1871.

COLLIERY ACCIDENTS—FALLS OF ROOF AND COAL.

That the frequency of explosions in collieries is dependent, at least
in a great measure, upon the principle of working has been shown in
the paper of Mr. THOMAS JOSEPH, of which we published an abstract
in the Supplement to the *Mining Journal* of Nov. 18, and there is
little doubt that it is to the principle of working that the great dis-
crepancy in the different districts in the number of casualties from
other causes will ultimately be traced. The number of deaths re-
sulting from falls of roof and coal in collieries is greater than from
explosions of fire-damp, yet because the deaths from falls take place
one or two at a time the public take but little notice of them. The
subjoined valuable table has been prepared for us by a correspondent
deeply interested in the prevention of colliery accidents, and may
lead the way to the discovery of the principle of dealing with roofs
which practice has shown best calculated to avoid unnecessary loss of
life. It is an analysis of the death rate from falls of roof and coal in
the collieries of Great Britain during the seven years ending 1870:—

District.	Tons of coals raised.	Lives lost per million tons raised.	Lives lost in seven years.	At Durham-rate, the loss of life would have been.	In- ex- cess of Dur- ham rate.	Percentage of Durham rate.
1.—Northumberland, No. Dur- ham, and Cumberland ..	77,894,906	2.75	214	182	62	71
2.—South Durham ..	106,124,977	1.95	207	207	0	100
3.—North and East Lancashire ..	47,031,875	4.70	221	98	128	41
4.—West Lancashire and No. Wales ..	56,468,939	5.81	328	110	218	34
5.—Yorkshire ..	70,043,900	3.45	242	137	105	56
6.—Derby, Nottingham, and Warwick ..	54,240,000	3.57	194	106	88	55
7.—No. Staffordshire, Cheshire, and Shropshire ..	41,000,000	3.75	154	80	74	52
8.—No. Staffordshire and Worcestershire ..	71,683,500	5.28	379	140	239	37
9.—Monmouth, Gloucester, So- merset, and Devon ..	43,428,500	5.80	252	84	168	33
10.—South Wales ..	61,427,851	6.59	405	120	285	29
11.—East Scotland ..	22,348,690	2.99	157	152	55	69
12.—West Scotland ..	42,593,416	3.58	155	85	70	54

Most of the readers of the Journal are aware that in all districts
except Northumberland and Durham the miners set their own props
—that is to say, they work and fill the coal and support the roof at
so much per ton; the result may be that the collier runs the risk of
the roof falling rather than leave off the more profitable work of
getting coal, and thus many accidents may happen. In Northum-
berland and Durham the owner employs deputies or men specially to
put up props; these men are experienced, and so both can set up the
wood better, and know better how to set it. Of course, in both cases
the master is required to pay for setting wood, because if the colliers
set up wood they must be paid for it in one way or another, but the
chances are that the collier will run greater risks in the one way than
the other, because for the most part such propping is only needed to
support the roof while he is working under it, and after he has passed
the place it is no longer necessary. The tables seem to bear out the
idea that the Durham plan is the best, for it will be seen that even
in East Scotland, the safest district amongst those in which the men
set their own props, the safety is more than 30 per cent. less, whilst
in Yorkshire, the Midland district, North Staffordshire, and West
Scotland the deaths from falls are twice as numerous as in Durham,
and in the other districts they are thrice as numerous. The subjoined
are the special rules bearing upon timbering and props which have
been adopted in the several districts:—

SPECIAL RULES AS TO TIMBERING AND PROPS.

(1.) NORTHUMBRIA.—It is the duty of the deputies (acting under the
orders of the overman) to have the props and timber conveyed into the work-
ings, and to set the same for the safety of the workmen, and to see that the
supply be renewed as often as necessary; and if in the absence of a deputy any
place requires additional timber, the hewer is not to continue his work, but to
leave his place, and to find the deputy, for the purpose of having the requisite
timber set.

(2.) SOUTH DURHAM (Wingate Grange).—Deputies to timber every working
place sufficiently, and to report any deficient supply of timber to the overman.
Hewers are requested to report any default in this respect to the
overman.

(3.) NORTH AND EAST LANCASHIRE.—Work persons . . . shall when
necessary set sprags during holing, and shall when necessary securely prop the
roof of his place; and if upon application to the underlooker or fireman he shall
not be provided with sufficient sprags he shall cease working, and report the
same to the manager at the office.

(4.) WEST LANCASHIRE AND NORTH WALES.—Ditto.

(5.) YORKSHIRE (Baldwin Moor).—The miners must build good pack-walls,
and set a sufficient quantity of props for safely supporting the roof, and add to
them or renew them when necessary, or when told by the underlooker view-
er or the deputy. The method of holing or barring the coal or mineral shall be
ordered by the underlooker view-er or the deputy; and the miners must set a
short prop or sprag at least every 2 yards, to prevent the undermined coal or
minerals from falling unexpectedly.

(6.) DERBY.—Miners: The stallmen shall build pack-walls, and set a suf-
ficient quantity of props for safely supporting the roofs in their stalls and roads.
They shall see that the packs are well built, and that sufficient props are set for
safely supporting the roof, and the props must be renewed as often as necessary,
or whenever ordered by the underlooker or deputy. . . . The stallmen
must require props or sprags to be set every 2 yards before commencing holing,
and the stallmen and miners are strictly ordered to attend to and enforce this
rule. When the stall is at work one of the stallmen must always be in the stall
to look after the work, and in the absence of the underlooker or his deputy he
or they shall be responsible for the safety of the stall.

(7.) NORTH STAFFORDSHIRE.—Chartersmasters, underlookers, and firemen
shall cause the roof in the working places of the men to be secured,
and shall cause sprags to be set whilst men are holing, in no case to ex-
ceed 6 ft. apart, but oftener when near a loose end or tender coal. Every work-
man shall secure the roof of the place where he may work by props or other
means, . . . and shall set sprags whilst holing at distances of not more
than 6 ft. apart, and oftener if necessary, and if upon application to the charter-
master, underlooker, or fireman he shall not be provided with sufficient props
for that purpose he is to cease working, and report the same at the colliery
office, and in case of his complaint being substantiated he shall be paid for his
time lost by so doing.

(8.) SOUTH STAFFORDSHIRE.—The term stallmen shall include all persons
contracting with the manager to get or deliver coal . . . whether the
coal be worked in stalls or in any other manner. The stallmen shall build pack-
walls, and set a sufficient quantity of props for safely supporting the roof in
their stalls and roads. . . . The stallmen must require props or sprags to
be set every 2 yards before commencing holing.

(9.) MONMOUTH, &c.—Every man must attend to the safety of his work, and
in every place when several men are at work one of them shall be selected by
the overman to attend to the general safety of the working place. He shall pay
particular attention at all times to the state of the roof, and see that the timber
and sprags are set in the best possible manner.

(10.) SOUTH WALES (Dowlais).—In every place where several men are at work
the overman shall select one of them to take charge of and be more especially
responsible for the safety of the working place. Every workman shall supply
himself from the stock at the colliery, and put up a sufficient quantity of pit
timber to keep his working place in a fit state to work therein.

(11.) EAST SCOTLAND.—Whether the colliery operations shall be conducted
by the "long wall" or "stoop and room" systems, a sufficient number of suit-
able props shall be selected and set up by the colliers in those parts of the works
where the roof and superincumbent strata require to be supported and secured

by them; these props shall be set up at such times and at such points
as the colliers working limits after mentioned as they shall from time to time
be necessary; and a plentiful quantity of propwood shall always be provided
for the employer for the colliers' selection and use. But besides being bound to
secure according to their own skill and experience, colliers are re-
quired to place props within these working limits in such places and in such a
manner as the employer or manager shall deem necessary and direct for the safety
of the workmen and the colliery.
(12.) WEST SCOTLAND.—Ditto.

MINING LAW—THE COST-BOOK SYSTEM.

A most important case of Cost-Book Law has been recently tried
in Cornwall, by a Cornish jury, who by their verdict have recogni-
sed and found that all Cornishmen and mining lawyers knew before
that there exists a Stannary custom which permits an adventurer
any time to relinquish his shares, and so determine his liability in
any cost-book adventure of which he may be a member. We do
think that any of the parties at the trial exhibited much know-
ledge of Stannary law or of the decided case, connected with
customary relinquishment, a fact much to be regretted, as a judi-
cial statement of the law, and a timely citation of the cases, would have
saved not only a great deal of unnecessary controversy, but have
shortened the trial, and placed the existence of the custom altogether
beyond the reach of cavil or dispute. The facts of the case were as
follow:—

Some years ago the Prosper United Mines were established on the
Cost-book System, the pursuer of the adventure being Mr. W. W. W. W.
since dead. The adventurer whose case was *sub judice* was Mr.
B. PALMER, who took 300 shares. In July, 1868, he relinquished them,
and when so doing wrote to the pursuer, enclosing a cheque, as well
all calls as also for all current cost. The pursuer entered the reli-
quishment in the cost-book. Mr. PALMER then required the usual
valuation, in order to ascertain his share of the mine assets. Such
valuation was participated in by the adventure, and resulted in the
sum of 9000*l.*, of which Mr. PALMER's share was 450*l.* Although
the adventure never denied, but always admitted, Mr. PALMER's right
to his share—i.e., the 450*l.*—yet owing to the unsatisfactory state of
the mine, it was not paid, and about a year afterwards the mine
passed into liquidation, under which Mr. PALMER rightly, as it seems
to us, urged, before the liquidator, the payment of his valued claim
of 450*l.* This the Registrar very properly allowed; but the Vice-
Warden, contrary as well to Stannary custom as also to the interests
of Stannary adventures, adjudged that Mr. PALMER was not entitled
to be paid, and on the startling grounds that his claim had no legal
foundation in contract, either express or implied, apart from custom,
that the applicability of the custom was disputed; and that the onus
rested on Mr. PALMER to prove the custom, which he had failed to
do. Such a judgment would, if acquiesced in, have dealt a deadly
blow to cost-book adventure, for the only counterpoise to the un-
limited liability of such adventures is the power and right which an
adventurer has of forfeiting his interest, and determining his liability
at any moment by relinquishment. Such power to relinquish is, with-
out doubt, the very life and spirit of cost-book adventure, and with-
out it such adventures must fall into rapid desuetude. Without re-
linquishment the Cost-book System cannot successfully compete with
the joint-stock principle of unlimited liability.

Fortunately for Cornwall and its mines, Mr. PALMER appealed
from the adverse judgment of the Vice-Warden to the Lord Warden,
who invoked the assistance of the Lords Justices, who ultimately
sent the case, with three specific issues, down to Cornwall, to be tried
by a Cornish jury. The issues were—1. Whether or not it is the
custom of mining in the county of Cornwall that an adventurer in
company worked upon the Cost-book System is entitled, upon the
relinquishment of his shares therein, and upon discharging his pro-
portion of the liabilities of the company at that date, to be paid his
share of the then value of all engines, machinery, tools, tackles, ma-
terials, ores, halvans, and other appurtenances on or belonging to the
mine?—2. Whether or not, if he is entitled as aforesaid, the share
is, according to the custom, payable to him immediately upon his
relinquishment, or at some subsequent period, and if the latter, at
what period?—3. Whether or not, if he is entitled as aforesaid, he
is, according to the custom, entitled to be paid by contributions from
the continuing adventurers, after the assets have been exhausted in
payment of the debts for the mine, being in account of labour as-
materials, or only out of the residue of the assets, if any, after pay-
ment of the said debts?

After a protracted trial, during which many of the leading pursers
in Cornwall gave evidence, all the above issues were emphatically
found by the jury in the affirmative, a verdict which we receive with
very much pleasure, not only because it is, according to our expe-
rience, consistent, and in accordance with Stannary custom, but also
because it tends to preserve such customs for the benefit of suc-
ceeding generations.

We deplore that the doubt as to the existence of relinquishment
should have been started, and so persistently entertained, by the
learned Vice-Warden—a functionary upon whom we all rely for
careful guardianship and correct promulgation of Stannary customs.
It appears, however, that as the Vice-Warden has allowed a nonsuit
to be entered, the matter may be again litigated, if so, we urge upon
Mr. PALMER's advisers to be prepared with a better and more auth-
oritative argument, by the citation of cases or otherwise, than they
advanced during the late trial of this very important case.

RAILWAY IRON IN RUSSIA.

The demand for English railway iron in Russia, which gave such
animation to the iron trade some two years since, has experienced a
very considerable decline of late, the exports of this description of
iron to Russia in October having been only 5630 tons, while in October,
1870, they were 10,196 tons, and in October, 1869, 50,607 tons. For
the first ten months of this year the exports were 75,028 tons, against
204,005 tons in the corresponding period of 1870, and 247,278 tons in
the corresponding period of 1869. This comparison exhibits a very
marked falling off in the openings presented for our railway iron in
Russia; and as the imports of Belgian iron into Russia have not been
very great, we are forced to the inference that the production of iron
in Russia itself is considerably increasing. In most of the recent
railway concessions granted by the Czar's Government the conces-
sionary companies are required to purchase the iron which they may
need in Russia itself, and this stipulation appears to have produced
a marked effect upon the shipments of railway iron from this country
to Russia this year. There has been plenty of railway construction
going on in Russia, but the Russians do not seem to want English
iron as they formerly did. That appears to be a tolerably well estab-
lished fact, and, instead of the consumption showing any symptoms
of revival, the figures for September and October were about the
worst of any two months for the whole year.

We have said that there has been plenty of railway construction
going on in Russia, and in proof of this we may state that the first
working train has recently passed along the Yaroslavl and Vologda
line, as far as Danilov. A broad-gauge horse railway from Samara
to Uralak, 161 miles in length, is about to be commenced. The route
traced for the Rostov-Vladikavkaz line, by M. ROMANOFF (crossing
the Stavropol ridge into the valley of the Rourma, and passing 150
miles to the north of Pétisgorsk), is likely to be adopted, the whole
length of the line being 435 miles. A cross line has been projected
by a Prussian company from Mitau to Tilsit. The Kiev and Bres-
lau line continues to progress, and that from Voronej to Grouberka
is said to be all but completed. A concession has been granted for the
construction of a railway through Western Finland, between Tom-
mafors, Tavasthuvu, and Atbo; and a company is being formed in St.
Petersburg for the construction of a number of small branch lines
in the Central and Southern provinces, in order to facilitate the trans-
port of manufactured goods, the experiment having been already tried
in the case of the Lodzki and Ostashkovo and Torjak lines. Such are
a few items of recent Russian railway news, and we give them for
the purpose of showing the apparent desire of the Russians to push
forward the work of railway construction, while, at the same time,
they are becoming more and more independent of English iron sup-
plies. One can hardly blame the Russians for thus turning to ac-
count the iron which they have at their command, and thus far the
consequences have not been very serious to the English iron trade.
The increased consumption of rails in the United States and Canada

compensated—at any rate in great part—for the diminution of the Russian demand. Still, the partial closing of the Russian market to English railway iron is a fact which ought not to be lost sight of by all engaged or interested in English iron manufacture. Another result of Russian railways is their indirect tendency to develop the working of coal in Russia. Two of the Southern and one of the Western lines have already made an agreement to burn no coal, an example which seems likely to be followed by several others. This change will not come a day too soon, since it is calculated that the St. Petersburg and Moscow line alone consumes more than 26 acres of wood per diem; and when we come to estimate upon this basis the amount of wood required for the consumption of the other Russian railways, for the daily fuel of the entire Russian population, for the building of new towns and villages, and for other purposes of the kind, the prevalent apprehension of a speedy exhaustion of the supply does not appear so very chimerical after all. At Charkoff, where wood has risen to five times its usual price, the inhabitants are already talking of supplying its place with turf, which is abundant in the district. It is noticeable that the dearth of every description of combustible in Russia has exerted some effect upon the demand for English coal. Thus, our exports of coal to Russia in October amounted to 73,085 tons, against 25,377 tons in October, 1870, and 10,502 tons in October, 1869. The increase will be seen to have been rather sharply defined during October, and even in the ten months ending Oct. 31 this year the exports footed up to 853,891 tons, against 802,990 tons in the corresponding period of 1870, and 624,428 tons in the corresponding period of 1869. Facts like these show that the Russian railways are working great social and commercial changes in Russia; they are giving a vigorous impetus to Russian metallurgy, they are likely to impart an almost equal stimulus to Russian coal mining, and they are quickening well nigh every other branch of Russian industry.

MINERAL TRAFFIC ON RAILWAYS.

As has been more than once observed in the Journal, some of the most known British railways accommodate a very large coal and mineral traffic. In 1870 the Brecon and Merthyr Tydfil Junction carried 717,879 tons of minerals; the Bristol and Exeter, 270,995 tons; the Cockermouth, Keswick, and Penrith, 177,914 tons; the Lancashire, 2,697,014 tons; the Taff Vale, 4,243,362 tons; the Merthyr, Mold, and Connah's Quay, 221,741 tons; the Mid-Wales, 109,009 tons, &c. Nevertheless, all British railways profit largely from mineral traffic, the following having earned last year more than 20,000l. from this source:—Blyth and Tyne, 85,165l.; Brecon and Merthyr Tydfil Junction, 38,233l.; Bristol and Exeter, 32,865l.; Lancashire, 589,313l.; Cambrian, 29,214l.; Furness, 227,291l.; Glasgow and South-Western, 253,855l.; Great Eastern, 196,931l.; Great Northern, 466,561l.; Great North of Scotland, 22,126l.; Great Western, 198,903l.; Highland, 20,827l.; Lancashire and Yorkshire, 422,016l.; London, 32,682l.; Llynvi and Ogmore, 31,742l.; London and North-Western, 1,275,301l.; London and South-Western, 89,967l.; London, Brighton, and South Coast, 77,190l.; London, Chatham, and Dover, 18,917l.; Manchester, Sheffield, and Lincolnshire, 217,281l.; Maryport and Carlisle, 61,820l.; Midland, 977,677l.; Monmouthshire, 109,158l.; North British, 372,069l.; North-Eastern, 1,773,956l.; North London, 117l.; North Staffordshire, 141,744l.; Rhymney, 47,380l.; Severn and Wye, 20,370l.; Sirhowy, 20,731l.; South-Eastern, 70,118l.; Taff Vale, 300,151l.; and Whitehaven, Cleator, and Egremont, 55,871l. The aggregate revenue derived by railways from mineral traffic in England and Wales was estimated last year at 8,806,386l. The corresponding revenue on Scotch railways in 1870 was 1,269,003l., and on Irish railways 37,124l. The returns are probably not quite complete, but we shall probably not be very wrong when we state that the conveyance of coal and minerals upon British railways last year produced them a revenue of about 9,500,000l. As the aggregate earnings of all the British lines in the same year were returned at 14,078,143l., it follows that rather more than one-fifth of the revenue of the railways of the United Kingdom is derived from the conveyance of coal and minerals. There are, in fact, very few prosperous railways which do not, more or less, owe their success to the conveyance of a large mineral business.

If the conveyance of coal and minerals is a source of great profit to the railway interest, it is none the less true, however, that the coal and iron trades are very greatly indebted to the transport facilities which railways have afforded them. The immense development which coal mining and metallurgical industry have acquired in late years in South Wales, Cumberland, Cleveland, and the West of Scotland is due not only to the possession of vast stores of raw material, but also to the readiness with which they can be conveyed to point at comparatively small cost. Without the present railway system, which has added so much to the wealth and power of the country, we should scarcely ever have heard of Cleveland, and South Wales would have been known principally as the resort of tourists and the home of sheep farmers. It is noticeable, also, how accurately the mineral traffic statistics which we have been summarizing represent the general condition of each of the three kingdoms. In England, which presents, upon the whole, the greatest material prosperity and activity, the revenue from mineral traffic last year 8,806,386l.; in Scotland, where modern industrial pursuits are still only very partially developed, and where the population is much smaller, the corresponding collection was 1,269,003l.; in Ireland, where there is scarcely any mineral traffic, there is in it a very large allowance of misery and discontent.

If we need any further proof of the stimulating effects of railways upon coal mining, statistics are ready enough to our hand. In 1861 the extraction of coal in the United Kingdom was 86,039,214 tons. In 1862 the total sunk to 81,638,338 tons, but it has since advanced, almost without a check, having been carried in 1863 to 86,292,215 tons; in 1864, to 95,122,919 tons; in 1865, to 98,911,169 tons; in 1866, to 100,728,881 tons; and in 1867, to 105,077,743 tons. In 1868 there was some dullness, the total falling to 104,566,959 tons, but it rose in 1869 to 108,003,482 tons, and in 1870 to 112,875,725 tons. It is a matter of doubt with some whether it is, after all, a national benefit that our coal wealth should be thus exhausted year by year, as an increasingly rapid rate; but however this may be, the fact remains that year by year more and more coal is being extracted from the British soil, and this result is due in no small degree to the extraordinary demand for British coal which British railways have developed, not only in Great Britain, but to some extent also in foreign countries. Those who wish to check the unduly rapid exhaustion of our coal deposits had better do their best to close our railways.

COAL AND IRON IN THE UNITED STATES.—The Denver and Colorado narrow gauge railroad cost \$12,500 per mile. There were 35 miles of rails laid in five weeks, the rails weighing 30 lbs. per yard, against 10 lbs. per yard on the Denver Pacific. The weight of a train composed, carrying 200 passengers, is but 70 tons, against 146 tons for a broad gauge train carrying 212 passengers. East of Covington, in Virginia, there is said to be a fine iron region, which has already a number of large furnaces. But they need the coal which the Chesapeake and Ohio Railway will bring them cheaply, when completed, to enable them to work to advantage, for they have skinned the forests of the region. A Pennsylvanian, an expert in iron, who had been "prospecting" in this region, reported it to be very rich, having a distinct and very heavy vein of iron ore; and, in fact, he asserted that the region was for iron what the great Kanawha Valley was for coal. It is singular that a region so near the great monetary centres of the United States, and so wonderfully rich in mineral wealth, should have been left untouched. But the Chesapeake and Ohio Railway, when completed, is expected to virtually create a new Virginia.

THE PLATE TRADE.—Reliable returns show very clearly that it is the tin-plate manufacturer who has shrunk the tin stocks so perceptibly, notwithstanding the largely increased supplies. In the first months of this year, to say nothing of a considerably augmented demand, he has sent abroad 2,029,498 cwt., being 272,215 cwt. more than in the corresponding period last year. At this ratio our tin exports for 1871 will be 2,367,748 cwt., contrasted with 2,001,578 cwt. for 1870, and 1,934,034 cwt. for 1869, and there is no present reason whatever to doubt that this ratio will be kept up, and likely enough exceeded. The declared value of these plates is 2,843,672l.

for 1871, at the rate we have gone already, against 2,368,557l. in 1870, and 2,304,820l. in 1869. The extent of the home demand for plates may be imagined when it is stated that one English firm alone uses such a quantity that it requires a ton of tin every week as an ingredient for soldering canisters. The foreign demand is increasing everywhere. The United States have taken from us no less than 1,497,361 cwt., against 1,342,796 cwt. last year; British North America 72,808 cwt., compared with 58,709 cwt.; Australia, the demand having no doubt very much to do with the success of the preserved meat, 87,696 cwt. to the end of October, or nearly double last year's consumption; France, 29,428 cwt., against 24,999 cwt.; other countries, 342,205 cwt., or 60,352 cwt. more than in 1870.

LINCOLNSHIRE IRON TRADE.—The increasing demand for pig-iron is leading to the development of the ores in all parts of the kingdom to an extent that could scarcely have been anticipated a couple of years ago, even by the most sanguine person interested. The most recently discovered of our ironstone fields is now progressing at a truly astonishing rate, so that in a very short time there is every appearance that the present production will be doubled. In addition to the increasing requirements of the Lincolnshire ore to mix with others, a considerable number of furnaces are either in course of construction or about to be commenced. On Monday last the Frodingham Company lighted a new iron-cased furnace, and the first casting was made on Tuesday. The furnace will be capable of producing about 700 tons of pig a month. The same company have another furnace being put up. The Messrs. DAWES have three furnaces near to Scunthorpe Station, but at present they have only two in blast. The firm, however, are now putting up four more, all of which will be put in blast when completed. The North Lincolnshire Company have their large furnace at work. A new company has just been started to work the ore under very favourable auspices. It is proposed to erect three furnaces close to the Scunthorpe Station, the site to be found by Mr. R. WINN, M.P., the lessor of the minerals, who provides the ore required at a very moderate price. Near to Gainsborough others were made a short time since to erect extensive works that would give employment to several hundreds of men; but, owing to the opposition of one of the landowners, the scheme had to be abandoned for the present. As it is, there is every probability that the present number of blast-furnaces in North Lincolnshire will be more than doubled next year—a fact which augurs well for the great success of that important mining district.

REPORT FROM SOUTH LANCASHIRE AND CHESHIRE.

Nov. 30.—In iron prices continue firm, and very high rates are quoted in many instances, but these are scarcely so numerous as they have been hitherto. The manufacturers of finished iron complain that the supply of pig-iron is considerably below the demand, although all the works in the district are in full swing, and large quantities are being imported. The scarcity of labour, combined with the irregular habits of the men, is giving some of our colliery proprietors great difficulty in meeting their orders, and there are many indications that the colliers are well aware that they can have a great deal of their own way. In the town of Wigan alone the number of prosecutions under the Masters and Servants Act—of course other trades besides that of coal are included—has during the past year exceeded the aggregate of at least five years previously. Two cases are talked about, in which the men have deliberately mutilated below ground, and have caused much loss to their employers. In one instance there was some derangement in the signalling gear, there was, in consequence, a short supply of empty tubs, and nearly the whole of the hands ceased work soon after 9 o'clock in the morning, and insisted upon being brought to the surface. The looker-on refused to comply with the demand, and several of the colliers then rushed past him, and got possession of the cage. The other case is even worse than this; it occurred at the Lindsay Pit, one of the largest collieries in the district. A main roadway became blocked with tubs, and the men refused to clear it. The officers of the mine in vain attempted to maintain order, and the mutineers had succeeded in obtaining control of the cage, and about a score had been wound out, when the underlooker arrived, and after much difficulty succeeded in asserting his authority. In both instances prosecutions before the magistrates followed, and penalties were imposed. Such occurrences had previously been altogether unknown in the district, and they have excited much attention.

For several weeks there have come from various parts of the district rumours of dissatisfaction as to the rate of colliers' wages, but until a few days ago there were no signs that a general movement amongst the men was imminent. At a meeting in Bolton, on Monday, attended by delegates from the Rochdale, Bury, Bolton, Farnworth, and Kearsley districts, the matter was, however, discussed in a spirit anything but conciliatory. It was stated that during the past five or six years wages had been reduced at various times; that notwithstanding recent advances, the rate of pay at present was still 5 per cent. below what it was in 1867; and that the colliery masters having increased the price of coal in Lancashire 1s. 3d. per ton, were in as good a position, and were as well able to pay the higher rate, as they were in 1867. A resolution was passed, to the effect that the men would not rest satisfied until they were paid as they were four years ago, and arrangements were made for commencing an agitation throughout the districts, so as to secure united action. At the same meeting the desirability of introducing an eight-hours system at Lancashire collieries was advocated, and resolutions, urging upon the Government to proceed without delay with a Mines Bill, and expressing dissatisfaction with the Criminal Threats Amendment Act, were passed.

A case of considerable interest to colliery proprietors and engineers, to which I referred a few weeks ago, has been decided. It arose out of a fire at the Land Vale Collieries, near Ormskirk, and Mr. Watkin, mining engineer, of Pemberton, sought to recover from the proprietor of the colliery 37l. 16s. 11d. for services rendered. Mr. Watkin retired from the work in consequence, as he alleged, of the interference of another engineer, and he declined to furnish a written report, on the ground that he was not disposed to allow another engineer to benefit by his experience. The Judge of the County Court has decided that the alleged interference was not sufficient to justify the plaintiff retiring; that the report was intended to be in writing; that it was an entire contract, and not divisible; and that before the plaintiff could recover he must show that he had fully performed it. This he had not done, and a nonsuit was therefore entered.

The contract price in the tender of Messrs. Banks, Thornton, and Garalde, of Bolton and Halifax, for the construction of the new station at Preston, is 65,000l. Contracts have yet to be entered into which will bring the outlay, I am informed, to at least 120,000l., and will result in making the station one of the largest in the North of England.

The enquiry as to the Hindley Green Colliery explosion was resumed yesterday. Several of the men who were below ground when the disaster occurred gave evidence, and the underlooker was cross-examined at great length. The inquiry was further adjourned, in order that Farnborough, the fireman who was in charge of the party engaged in firing shots, and who was very severely injured, may attend, and that the Government Inspector for the district may make another examination of the workings.

As I close my report the news reaches me that at a meeting of the West Lancashire Coal Association, yesterday, it was resolved to advance the wages of colliers 5 per cent. from Jan. 1 next. This, with the 10 per cent. advance to the men on October 1 last, brings the wages up to the highest rate ever paid, and removes the ground of complaint referred to by the delegates of the miners at their meeting in Bolton.

REPORT FROM SCOTLAND.

Nov. 29.—The Pig-Iron Market has been quiet and steady during the past week, without much change in value. Warrants have been freely dealt in from 68s. to 69s., and any changes in makers' iron are in an upward direction. To-day the market opened firmly at 68s. 6d. cash, and a good business was done up to 69s. cash, and 69s. 6d. one month, closing with sellers at these prices, and buyers offering 3d. per ton lower. The shipping returns this week show a marked falling off, but that is only what may be expected at this season of the year. The continued demand for all kinds of iron, and the gradual increase in the cost of production, point to a higher range of prices than we have been accustomed to for a long time. The undernoted are to-day's prices:—

G. M. brands at Glasgow (deliverable alongside).	No. 1.	No. 3.
Gartsherrie ditto	70s. 0d.	69s. 6d.
Coltness ditto	82 0	71 6
Summerlee ditto	82 0	71 6
Carnbroe ditto	75 0	70 0
Langloan, at Port Dundas ditto	77 0	70 0
Caldar ditto	81 0	68 6
Gleangarnock at Ardrossan ditto	78 0	72 0
Dalmellington ditto	72 0	71 0
Eglington ditto	72 6	70 6
Carron at Grangemouth ditto	70 0	—
Shotts ditto (selected) ditto	77 0	70 0
Kinnell at Boness ditto	74 0	68 0
G. M. brands at Middlesborough ditto	65 0	60 0
Bar iron	28 15 0 to 29 0	—
Nail rods	9 0 0	—

For the week ending Nov. 26, 1871Tons 15,553
 " Nov. 23, 1870 10,779
 Decrease 4,774
 Total increase since December 25, 1870 177,573
 The high price of iron, and its prospective increased consumption and demand, seem to be stimulating the inventive genius of those engaged in the trade, and we have this week to notice a patented process by a townsman, for extracting and recovering the iron of waste slag. We may also notice that the Messrs. Adie, of Langloan

Ironworks, have leased the minerals in the Blairadam estate, situated near Cowdenbeath, Lanarkshire, and are about to commence boring, with the view of working the minerals without delay.

The makers of Malleable Iron seem now caught in a tide which, if continued for any length of time, is likely to "lead on to fortune." Everybody seems wanting finished iron—bar, angle, plate, every kind; and the smaller makers are refusing to sell unless at an advance of 5s. per ton. Before very many days elapse, therefore, higher prices are expected to be demanded by the trade for all kinds of manufactured iron. During the week several important orders for large vessels have been taken at Glasgow, Port-Glasgow, and Greenock; and ship iron is being contracted for the summer of next year. Malleable workers are already talking of another—the third—advance on their wages; and the iron-moulders, engineers, plumbers, and copersmiths are either agitating for an advance or a reduction in their hours of labour, without a corresponding reduction in their pay. So that a very considerable advance may have to be paid by consumers of the manufactured article before the year is closed.

The demand for coal is better this week, which has had the effect of stiffening prices of shipping, manufacturing, and household qualities. The quantities sent foreign and coastwise for the week just ended amounted to 34,528 tons, against 31,037 tons in the corresponding week of last year. The very favourable state of the trade has, of course, attracted the attention of the miners, who have in some districts of Lanarkshire had their wages advanced to 6s. per day of eight hours, or 7s. per day of ten hours. In districts where a lower scale is paid deputations have been dispatched to wait upon their managers or masters, with the view of having their wages raised to the rates paid elsewhere. They are meeting with a shyness on the part of the masters generally, but the latter cannot afford to face a strike at the present time, and so the colliers are likely to gain their point.

On Monday, we had a Conference of the Organised Miners of Scotland, at which Mr. McDonald attended, and gave his advice. The following were the conclusions at which they arrived:—

1. Agreed.—That a petition should be presented to Parliament praying that a Bill should be introduced during the ensuing session providing a more efficient system of mine inspection.
2. Agreed.—To memorialise the Home Secretary to bring in a Bill to repeal certain obnoxious clauses of the Criminal Amendment Act affecting the working of the Trades Unions.
3. Agreed.—That information should be given to the employers to the effect that the men intended to commence working on the eight-hours system on Jan. 1 next, and that the time shall count from bank to bank.
4. Agreed.—That the miners throughout Scotland should agitate in their various districts for the establishment of Boards of Conciliation and Arbitration.—Mr. McDonald stated that measures were in progress for the establishment of a Board of Arbitration in Fife, and he had every hope of its being carried.

A "mutual improvement" meeting of collier managers is to take place this evening (Dec. 2) at Motherwell. A meeting of this kind, properly conducted, may prove of the greatest consequence to the managers themselves, to the men under their charge, their employers, and the whole community. We hope it may prove a success.

At Airdrie, Mr. Sheriff Logie has just pronounced judgment in a case under the Mines Inspection Act, brought by the Procurator-Fiscal against James Nimmo and Co., coalmasters, Slamanan. Two penalties of 20l. each were asked to be imposed on the respondents—the first in respect that they had failed to provide an adequate brake to the winding-engine of their No. 1 Pit, Longrigg; and the second in respect that they had not employed a bottomer in the said pit, to take charge of the loads put on the cage, and give the necessary signals to the pithead. The sheriff found both charges proved, and for the first imposed the modified fine of 5l., and for the second the full penalty of 20l. Notice of appeal has been given by respondents.

A company has been formed in Glasgow to work the large deposits of iron ore existing in and around Mount Washington, the State of Ohio. Mr. Archibald Baird, manager of the Quarter Ironworks, Glasgow, has left to take the entire management of the works, and Mr. Wm. Bonnie, of the same place, is to follow in the capacity of general manager.

The prospectus of a short mineral line of railway, entitled the "North Monkland," has been issued. It will run through a district rich in mineral wealth, which only requires to be unlocked by railway facilities to yield immediate and liberal returns; it is not more than 12 miles long. The other particulars regarding this line are only suitable for our advertising columns.

The state of shipbuilding on the Clyde may be gathered from the fact that some builders are all but fully engaged for next year. The vessels are nearly all large and expensive, and are to be furnished with the most recent improvements in build and machinery.

REPORT FROM THE NORTH OF ENGLAND.

Nov. 30.—Trade generally in this district is very active. In all departments of the iron industry great animation is observable, and we are glad to find that our predictions of a few months back are being fully realised, and that business is so brisk, and prospects of its continuance during the winter so favourable. In the finished iron branches manufacturers are well off for orders, and in many cases the quantity of work in hand unexecuted is sufficient to keep the machinery in full operation for several months to come. For rails the masters are in possession of contracts to keep them steadily occupied for the remainder of the winter, and the probability of an active demand for spring manufacture for the construction of the numerous projected railways at home and abroad is encouraging. Rails are now quoted at 7l. 5s. to 7l. 10s. per ton. In the plate trade the same briskness characterises it as was noted by us in our last report. All makers of this class of iron are fully supplied with orders to last them the greater portion of the coming year—indeed, it is difficult to place new specifications for execution, except for delivery at the latter part of 1872. Quotations for ship-plates range from 10l. to 11l. per ton; for boiler-plates, 11l. 5s. to 11l. 15s. per ton. The plate-mill at the Bowdles Ironworks, Stockton-on-Tees, has been started within the last few days. They have had a portion of their forge at work for some time past. It is reported that Mr. Joseph Dodds, M.P., has taken the Lustrum Ironworks, at Stockton. For bar-iron the market is steadily maintained at 3l. 5s. to 3l. 10s. per ton. Several firms are laying themselves out for doing more work in plates and bars, and there is a talk of new firms commencing in the finished iron trade. Some of the leading iron shipbuilders are extending their premises, and in this branch of northern trade the establishing of new companies is spoken of. During the past week several new steamers have been launched by builders at north-east ports.

The Cleveland Pig-Iron Trade is remarkably brisk. Considerable difficulty is experienced by buyers to obtain the iron requisite to supply their wants, and in one or two instances lately machinery has had to stop for want of metal. There was an average attendance on 'Change at Middlesborough, on Tuesday. Very little iron changed hands; some few parcels were sold for immediate delivery at 69s. (No. 3). The great scarcity of pig-iron proves how inadequate supply is to the demand, and is encouraging gentlemen with capital to invest to build blast-furnaces in the district. Two or three new companies of this kind are, we hear, being negotiated. Home demand is very heavy, and continental requirements are also numerous and for heavy lots. Shipments to the Continent are active, but as winter advances deliveries by water will probably be much retarded, which will assist makers, perhaps, to get a little more iron into stock than they have at present. No. 3 iron has been freely bought lately, at 59s. 6d. to 60s. for delivery over next year, and net cash payments; and other numbers in proportion. Stocks are fairly good; that of pig-iron in the Middlesborough warrants store is now only 3230 tons. Prices for coals are advancing. For household purposes coals are scarce, and have "gone up" 1s. 6d. to 2s. per ton during the past three weeks. Coke is also eagerly sought after, and good prices are being obtained.

TRADE OF THE TYNE AND WEAR.

Nov. 30.—The Iron and Coal Trades continue extremely active; there are no stocks on hand, as, although the make of iron has been increased to an enormous extent, the demand exceeds the supply. The same remark applies to coal and coke; although the output has been increased enormously the supply is quite unequal to the demand. Of course, the prices of coals, coke, and iron are rising under these circumstances, and all stores, such as oil, &c., are also increasing in price. Such, indeed, is the demand for coals that many works have lately been almost brought to a stop, it not being possible to get sufficient coal to keep them going. Manufacturing coal and coke are also most difficult to get, and this is felt most seriously both by iron smelters and manufacturers generally.

The Ludworth Colliery is in the market for sale, and it will, no doubt, command attention. There is a large royalty, and a good amount of coal proved to be contained in it. Pits have also been opened and operations carried out which will enable the parties who take the place to reach and work the coal. Several parties have recently examined the works with a view to lease them. The Framwellgate Moor Colliery, near Durham, is also in the market, and several parties already connected with collieries here have examined the machinery and workings lately. This place has been worked for some time by Earl Vane, but the lease held by him will expire shortly. A new seam—the well-known Busty—has been lately opened, and it produces excellent coke and fire-clay, so that it is not likely to be neglected at the present day. The ceremony of cutting the sod of a new colliery, to be sunk at Mensforth, near Ferryhill, was performed

Average number of cases under treatment, 1030 weekly.
THOMAS ROBINSON, Honorary Secretary

MESSRS. FIELD, WOOD, and HAYNES are AUTHORIZED to INVITE
SUBSCRIPTIONS for the 10,000 UNAPPROPRIATED SHARES in the
FLAGSTAFF SILVER MINING COMPANY OF UTAH
(LIMITED).

Registered under the Companies Acts of 1863-1867.
Capital £300,000, in 30,000 Shares of £10 each,
10,000 of which are offered for public subscription. The remaining
20,000 being appropriated as hereinafter mentioned.

Payments :-

£2	per share on application.
£3	" on allotment.
£5	" on 1st January, 1872.

It is intended to pay the dividends monthly, and to commence their payments on the 1st February, 1872. There is every reason to expect that the cash and bullion in hand by that date will considerably exceed £30,000; but the directors do not intend to make the first monthly dividends at a higher rate than 3 per cent. per month, or 24 per cent. per annum.

No payment will be made to the vendors until the reports appended to the prospectus have been verified by an agent to be selected by the directors, and the title to the mine is proved. If no allotment be made, or if the contract be not accepted, the deposit to be made by the shareholders on the shares will be returned in full.

It is intended to issue share warrants or certificates to bearer.

DIRECTORS.

The Right Honourable Lord ROBERT MONTAGU, M.P.—**CHAIRMAN.**
SIR ALEXANDER MALET, Bart., K.C.B., formerly Her Britannic
Majesty's Plenipotentiary at Frankfort—**VICER-CHAIRMAN.**
G. C. HAMMES, Esq., Director of the Standard Bank of British South
Africa (Limited).
WILLIAM MAITLAND, Esq., Director of the London and Provincial
Marine Insurance Company.
T. B. TUNELL, Esq., Director of the Royal Mail Steam Packet
Company.

BANKERS.
Messrs. BARCLAY, BEVAN, TRITTON, TWEELS, and CO., Lombard-
street, London, E.C.
SOLICITORS—Messrs. J. and R. GULE, 49, Lime-street, London, E.C.
BROKERS.
Messrs. FIELD, WOOD, and HAYNES, 9, Wharfedale-court, London, E.C.
SECRETARY (General)—Ms. JOHN L. A. TEMPLETON

5 AND 6, GREAT WINCHESTER STREET BUILDINGS, LONDON, E.C.

The purchase money is \$300,000, payable \$100,000 in cash, and \$200,000 in fully paid-up shares.

The mine is situated close to the Emma Mine, and on the same vein in a north-westerly direction, 1500 feet distant from that mine, and is within 15 miles of the railway.

The extent of the mine is 9000 lineal feet by 400 feet in breadth.

The ore is soft and friable, and easily worked without blasting, and the veins, as Professor Vincent, states in his report, dated so recently as November 10, 1871, is a true vein, and to use his words, "of such richness and force, marked throughout by such indubitable characters, cannot, in my opinion, fail to be both pro-

The mine was discovered early in 1870, and at the date of the last of the reports referred to upwards of 2500 tons of first-class smelter ore had been raised and worked. The assay values of the gold and silver ore, without taking into consideration the value of the copper, according to Mr. Murphy, \$99 22 c. and according to Mr. Blake's report, average \$95 49 c. and

The greater part of his ore, Professor Blake states, has been taken out of the inclines and drifts in opening the mine, leaving the greater part of the ore in the shaft.

Two shafts have been sunk to a depth of 375 feet and 254 feet, and a tunnel is now being driven from the hill side, which will tap the vein about 300 ft. below the bottom level of the shafts.

The management of the mine, under which the daily produce of the mine has been recorded, and the result of the smelting, both, gross and net, has also been daily reported. These daily reports, under the signatures of the respective managers, can be seen at the offices of the company.

This mine has produced a total of 1,000,000 tons of iron ore, and the

received at the furnace, the cost of raising the quantity reduced and on hand the bullion produced, the consumption of charcoal, iron ore and lime, the assay of the bullion, the number of men employed, and the amount of wages paid. An estimate is thus prepared both upon the mine and the smelter, and the directors and the shareholders are supplied with complete and minute information of the progress of the mine. The directors propose that these daily reports shall be open, as received, to the inspection of the shareholders.

The result of the September smelting on 457½ tons of ore, according to the report of the "Prophet," was as follows:—Produced 17,416 25 cwt. equivalent to 156 89 cwt. per ton, at a cost including freights, insurance, and all other expenses,

The whole of the October reports have not been received, but so far as they have been received, the estimate for that month will not be as good as for the month of September.

These figures would give on an average a net profit of £107,530 per annum, equal to a dividend of almost 36 per cent. on the proposed capital.

The production of the month of September and October has been equalled by only a partial working of one furnace.

The smelting works are of the capacity of 45 tons per day, and are of the best pattern and substantially built.

The cost of the fuel is sufficient to drive 45 times the present

The reports from which the foregoing particulars have been taken are respectively made by Prof. William Blake, formerly State Geologist for California, representative of the American Government at the Mineral Exhibition in 1886 on the part of the United States; by Prof. J. A. H. Reade, Geologist and Geologist-in-Chief of the Geological Survey of the United Kingdom; and by Professor W. C. Vincent, Member of the Geological

city of London; and Mr. John K. Murphy, of Virginia City, Nevada, Mining Engineer. They have been submitted by the company to Prof. Anstet, P.R.S., of London, and to Mr. J. W. H. Macdonald, of London, and have been examined, and are appended to this prospectus. Of all these reports the directors intend a careful perusal.

The net profits from the mine since the 1st of September, 1871, are included in a statement of the purchases and sales, and become the property of the company. This will put the company in possession of at least £20,000 upon the transfer of the property.

The contract for purchasing the property is dated the 33rd day of November, 1871, and is signed by the undersigned, and the Messrs. J. W. H. Macdonald and

Prospectuses and forms of application may be obtained of the brokers, and at the offices of the company.

ISSUE of 10,000 SHARES of £10 EACH, being the UNAPPROPRIATED CAPITAL OF THE FLAGSTAFF SILVER MINING COMPANY OF UTAH (Limited),
 FORM OF APPLICATION.
 (To be retained by the bankers.)
 To the Directors of the Flagstaff Silver Mining Company of Utah
 (Limited) London.
 GENTLEMEN,—Having paid to your credit, at Messrs. Barclay, Bevan, Tritton,
 Wells, and Co.'s Bank, the sum of _____ pounds, being £2 per share on
 shares of The Flagstaff Silver Mining Company of Utah (Limited), I request
 you to allot to me the number of shares of £10 each of which I have paid for

any smaller number that may be allotted to me, and to pay the balance due thereon, according to the terms of the prospectus.

Name (in full)

Address

Profession (if any)

Date 1871. Signature

M R. R. PERCY ROBERTS,
FINANCIAL AGENT,
40, ENGLISH STREET, CARLISLE.

NOTICE.

INVESTORS' GUIDE should be consulted by all Capitalists seeking SAFE and PROFITABLE INVESTMENTS.

INVESTORS' GUIDE contains the most reliable information relative to Mining, Banking, Railways, Insurance, Dock, and other Companies. The Prospectus Number (now ready) contains the particulars of a WELSH LEAD LIME, which will soon become, without exception, THE RICHEST MINE IN SALES. Shares, which can now be purchased at £3, will very soon be worth £20.

Just published, price Half-a-crown.
ON COLLIERY EXPLOSIONS,
 SOUTH WALES COAL FIELD, in the MERTHYRE, ABERDARE, and
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 With Map of the District, Explained Sections and Diagrams: Being a Paper
 read before the Institution of Civil Engineers, by THOMAS JACKSON.

Mining Engineer, a Member of the Institute.
Merthyr Tydfil: FARRANT and FROST.
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THE TAVISTOCK FOUNDRY, IRON WORKS, AND HAMMER MILLS,
ESTABLISHED MORE THAN HALF A CENTURY,
have been purchased by
NICHOLLS, MATHEWS, AND CO.,
Who are in a position to MANUFACTURE ALL KINDS OF ENGINEERING
and FOUNDRY WORK, SHOVELS, and MINING TOOLS of every
description; and have had a large experience in preparing
MACHINERY FOR FOREIGN MINES,
As well as selecting mechanics to erect the same.

N., M., AND CO. have always a STOCK of SECOND HAND MATERIALS.

BENNETTS' SAFETY FUSE WORKS,
ROSKREAR, CAMBORNE, CORNWALL.

BLASTING FUSE FOR MINING AND ENGINEERING PURPOSES,

Suitable for wet or dry ground, and effective in Tropical or Polar Climates.

W. BENNETTS, having had many years' experience as chief engineer with Messrs. Bickford, Smith, and Co., is now enabled to offer Fuse of every variety of his own manufacture of best quality, and at moderate prices.
Price Lists and Sample Cards may be had on application at the above address.

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(C. H. HANDASYDE AND CO., DALKEITH, N.B.)

For the PREVENTION of INCORUSTATIONS in STEAM BOILERS.

Net price, 12s. 6d. per cwt.; 5 cwt. orders carriage paid; free from acids.

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E. S. CARTMAN AND CO., 68, ST. VINCENT STREET, GLASGOW.

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Passenger carriages and wagons built, either for cash or for payment,
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MANUFACTURE RAILWAY WAGONS OF EVERY DESCRIPTION, FOR
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specially for shipping purposes. Wagons in working order maintained by contract.
EDMUND FOWLER, Sec.

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(LIMITED).

MANUFACTURERS OF RAILWAY CARRIAGE, WAGON, and CONTRACTOR'S
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COPPER ORE WHARFINGERS,
SHIP BROKERS and COAL EXPORTERS,
METAL and GENERAL COMMISSION AGENTS,
SWANSEA.

ELFORD, WILLIAMS, AND CO. having erected an assay office, and engaged the
services of a practical Cornish assayer, who will devote his whole time to this
branch of their business, they are now in a position to make correct assays of
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NEAR STOKE-UPON-TRENT, STAFFORDSHIRE.

JOHN HENSHALL WILLIAMSON, MANUFACTURER AND REFINER,
Purchaser of Borate of Lime and Tincal.

THE WORKS ON SALE.

NICKEL AND COBALT REFINING, AND GERMAN SILVER
WORKS, 16, OZZELL STREET NORTH, BIRMINGHAM.

STEPHEN BARKER begs to inform the Trade that he has the following articles
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NICKEL AND COBALT ORES PURCHASED.

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Are now MANUFACTURING CRUSHER ROLLS OF PECULIARLY HARD
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ELASTIC ENAMEL COMPOSITIONS
FOR PREVENTING FOULING ON SHIPS' BOTTOMS
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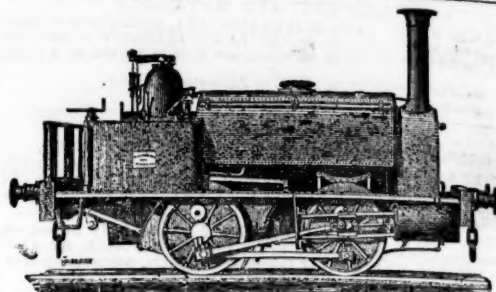
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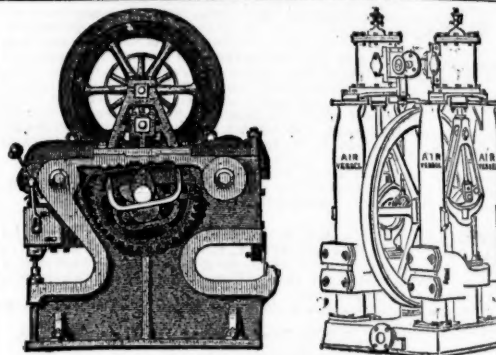
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STAMP GRATES, both of iron and copper, and punched copper plates.

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JOHN AND EDWIN WRIGHT
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A. JEFFERY

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Manufacture, and is prepared to supply THEODOLITES, CASES OF DRAWING IN-

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For STATIONARY and MARINE ENGINES, has the following advantages:—

SAFETY; NO RISK from DANGEROUS EXPLOSION; **HIGH-PRESSURE STEAM**, with **ECONOMY OF FUEL**; perfect circulation, and ready means of removing sediment.
Saving of cost and time in repairs; portability, and, for export, great saving in freight.

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The First Prizes of the Royal Agricultural Society of England.

PORTABLE STEAM ENGINES,

WITH ALL RECENT IMPROVEMENTS.

HORIZONTAL FIXED STEAM ENGINES,

PORTABLE THRASHING MACHINERY,

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SAMUEL OSBORN & CO.,

MANUFACTURERS OF

BEST CRUCIBLE CAST STEEL,

FOR ENGINEERS' TOOLS AND MINERS' DRILLS, &c.

CRUCIBLE CAST-STEEL FORGINGS AND CASTINGS,

RAILWAY SPRINGS AND BUFFERS,

FILES, SAWS, AND TOOLS.

IMPROVED SILVER STEEL FOR TAPS AND DIES, &c.; SINGLE AND DOUBLE SHEAR STEEL; BLISTER STEEL; SOLID CAST STEEL HAMMERS AND SLEDGES.

SOLE MANUFACTURERS OF

"R. MUSHET'S SPECIAL STEEL,"

FOR LATHE AND PLANING TOOLS,
AND OF

R. MUSHET'S TITANIC STEELS.

CLYDE STEEL AND IRON WORKS, SHEFFIELD.

BY APPOINTMENT TO HER MOST



GRACIOUS MAJESTY THE QUEEN.

FEARFUL

BOILER EXPLOSIONS AVOIDED BY USING PAYNE'S ANTI-CORROSIVE FLUID.

It is highly recommended by Engineers to Proprietors of Steam Boilers (Marine or Stationary) for PREVENTION and REMOVAL of INCORUSTATION. The price is 6s. per gallon. One gill per horse power per week will remove any incrustation from old boilers, and keep new perfect.

[CERTIFICATE.]

"19, Staunton-terrace, Blue Anchor-road, S.E., March 12, 1869.
It is highly recommended by Engineers to Proprietors of Steam Boilers (Marine or Stationary) for PREVENTION and REMOVAL of INCORUSTATION. The price is 6s. per gallon. One gill per horse power per week will remove any incrustation from old boilers, and keep new perfect.
"DEAR SIR,—I have minutely examined your Anti-Corrosive Preparation, and can state with confidence that in no way is it injurious to iron or brass. It is inodorous and perfectly harmless, even when swallowed.
"Mr. Payne,"

T. R. L. HOOPER, M.R.C.S.L.

ORDERS ADDRESSED TO

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THE TITANIC PAINT will ENDURE a DEGREE of HEAT that will ENTIRELY DESTROY all other known Paints, and has been used on the flues of furnaces while in operation, and in other equally trying positions. IN EVERY CASE THE TITANIC PAINT HAS BEEN UNINJURED, while ALL THE OTHER PAINTS WERE TOTALLY DESTROYED. THE TITANIC PAINT also affords a PERFECT PROTECTION TO IRON from OXIDATION in any situation, and PRESERVES WOOD AND OTHER MATERIAL FROM DECAY.

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REDUCTION IN PRICE.

SCIENTIFIC WORK FOR THE MILLION.

OUTLINES ON GLASS FOR PRINTING MAGIC LANTERN SLIDES.

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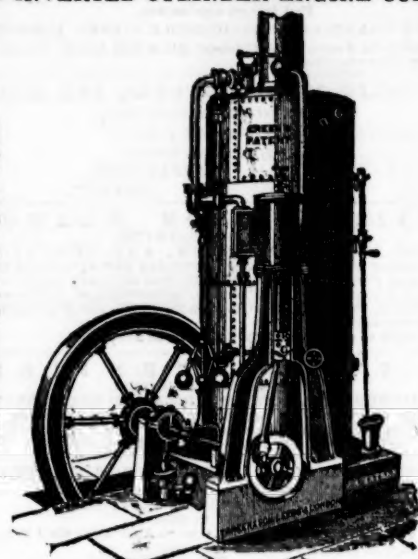
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